

APPENDIX G – PUBLIC INVOLVEMENT COORDINATION

PUBLIC HEARING COMMENT SUMMARY – GENERAL

PUBLIC HEARING COMMENT SUMMARY – KINGSPORT CIVIC CENTER

PUBLIC HEARING COMMENT SUMMARY – SULLIVAN CENTRAL HIGH

PUBLIC HEARING & CITIZEN COMMENT TRANSCRIPTS – KINGSPORT CIVIC CENTER

PUBLIC HEARING & CITIZEN COMMENT TRANSCRIPTS – SULLIVAN CENTRAL HIGH

PUBLIC HEARING COMMENT CARDS & SUBMITTALS – KINGSPORT CIVIC CENTER

PUBLIC HEARING COMMENT CARDS & SUBMITTALS – SULLIVAN CENTRAL HIGH

PUBLIC HEARING SIGN-IN SHEETS – KINGSPORT CIVIC CENTER

PUBLIC HEARING SIGN-IN SHEETS – SULLIVAN CENTRAL HIGH

PUBLIC LETTERS & RESPONSES

NOTICE OF PUBLIC HEARING

PUBLIC HEARING PRESENTATION

PUBLIC HEARING HANDOUT

Summary of Public Hearing Comments

Letters

Name

Comment Summary

Ellen Sims	Supports B Modified - Long Island Chapter, National Society Daughters of American Revolution, (NSDAR). Concerned about both visual and physical impact of SR 126 on Yancey's Tavern and along Chestnut Ridge. Afford maximum protection to Tavern and East Lawn Cemetery. Minimize foot print of road. Spend tax dollars efficiently. Questioned if sidewalks and curb and gutter were necessary in the Tavern area.
Rann Vault	Supports B Modified - Cost effective, context sensitive solution for project. Concerned about Adverse Visual impact to Yancy's Tavern. Wants to receive any information on retaining walls and wants to remain engaged in the project.
Jolly Hill	Supports B Modified - Support for retaining wall without a Trinity Lane connector. Oppose version without retaining wall. (Impacts Pyle Cemetery)
Kimberly Davis	Supports No-Build - Prefers Alt. B with 3-lane road if No-Build is not selected. "No-Build" - Does not see supporting studies on web site. Concerns about noise study and suggests noise study not done correctly. Suggests Noise Barrier above Preston Hills. Opposed to connecting Trinity Lane to Greenspring Circle. Sidewalks seem needlessly excessive. A divided highway with grass median is overkill. Give further consideration to public transportation.
Ann Seeger	Supports Project, Opposes 4-lane - Concerned about the impact a 4-lane divided highway will have on the Indian Springs Community. A 4-lane will increase traffic speeds which will add to the tragedies that have already occurred. Please make highway safer and intact not divided by a 4-lane.
Diane Somers	Supports 4-lane - Use minimal 4-lane from Chestnut Ridge Rd. to Cooks Valley Rd. Use retaining walls between cemetery and historical property without disturbing graves.
Henry Somers	Supports 4-lane - Use minimal 4-lane from Chestnut Ridge Rd. to Cooks Valley Rd. Use retaining walls between cemetery and historical property without disturbing graves.
Joseph Smith	Supports 4-lane - Use minimal 4-lane from Chestnut Ridge Rd. to Cooks Valley Rd. Use retaining walls between cemetery and historical property without disturbing graves.
Anne Laura Smith	Supports 4-lane - Use minimal 4-lane from Chestnut Ridge Rd. to Cooks Valley Rd. Use retaining walls between cemetery and historical property without disturbing graves.
Arved Harding	Supports 4-lane - Use minimal 4-lane from Chestnut Ridge Rd. to Cooks Valley Rd. Use retaining walls between cemetery and historical property without disturbing graves.
Jerry Teague	Supports 4-lane - Use minimal 4-lane from Chestnut Ridge Rd. to Cooks Valley Rd. Use retaining walls between cemetery and historical property without disturbing graves.
Doug Russam	Supports 4-lane - Use minimal 4-lane from Chestnut Ridge Rd. to Cooks Valley Rd. Use retaining walls between cemetery and historical property without disturbing graves.
William Kelly	Supports 4-lane - Use minimal 4-lane from Chestnut Ridge Rd. to Cooks Valley Rd. Use retaining walls between cemetery and historical property without disturbing graves.
Bob Wallace	Supports 4-lane - Use minimal 4-lane from Chestnut Ridge Rd. to Cooks Valley Rd. Use retaining walls between cemetery and historical property without disturbing graves.
John J. Hurt	Supports 4-lane - Use minimal 4-lane from Chestnut Ridge Rd. to Cooks Valley Rd. Use retaining walls between cemetery and historical property without disturbing graves.
Scott George	Support 4-lane - Critical to safety. A 3-lane is not adequate. Do project right way now and it will carry us well into the future.
Ervin Holman	Supports most of the proposed changes to SR 126 - Opposed to closing one end of Graveltop Rd. Several needs for the roadway have been noted: Improved access for school buses; Improve mail delivery; Improve response time for emergencies; Improved road geometry. Closing one end of Graveltop Rd, school buses will require a longer trip up and down the street. Mail delivery will take longer. Response time for emergency vehicles will take longer. When an accident occurs on SR 126 there will be no alternate route for vehicles.

Summary of Public Hearing Comments

Keith Johnson	Supports 4-lane - Lives in Indian Springs Community. Now is the time to get this safe improvement on the agenda.
Juliet Hyatt	Not in favor of 4-lane - Takes too much land, historic site should be protected. Need improved 2-lane from Old Stage to I-81. Need wider shoulders, reflective paint edging lanes, guardrails, occasional turn lanes, pull offs for emergency vehicles and realignment of side roads.
Thomas Floyd & Jenny Gillespie	Supports No-Build - Concerns regarding lower property value and thinks, retaining wall takes a lot of backyard. Makes my driveway a public road. (Green Springs connector to Trinity Lane) Plans not clear whether Trinity Lane is left opened or closed. Prefer Trinity be kept as a dead end.
Blanche Fillers	Opposes 4-lane - Need better stripping and signing of lanes in transition areas. No need for bike lanes, need wider lanes and shoulders. 4-lane would only encourage students leaving school to speed and cause more accidents.
Allan & Carol Newland	Supports 4-lane - Residents in Indian Springs overwhelmingly voiced their support for 4-lane, eliminating sidewalks and bike lanes on section between cemetery and Tavern. Please provide road that stimulates growth and provides easier access.
Keith Johnson	Supports Project - No preference, just wants the road improved.
Jolly Hill	Concerned about Trinity Lane Connector. Wants clarification on whether Trinity Lane is to be closed or left open before project is designed.
Terry Larkin	Project adds no value from Center St. to Old Stage Rd. The high cost is overkill. Rather see improvement from Old Stage Rd to Interstate which is greatly needed.
Paul Castille	Concerned previous work on John B. Dennis exit ramp made it worse. Change it back to what it was.
Rep. Tony Shipley	Supports 4-lane - 4-lane with sidewalks, bike lanes and 12' grass median is excessive. Suggest minimal 4-lane no grassy median only a center barrier to separate lanes, no sidewalk, no bike lanes and possibly no curb and gutter. 4-lane should be further compressed between cemetery and Tavern. Wants to know the difference in feet of a minimum 4-lane as described and Modified B.
Fix 126 right.com	Supports 4-lane (See Letters)
Diane Somers	Supports 4-lane (See Letter)
Judy Murray	Opposes 4-lane (See Letter)
Arthur Ellis	Concerned about the impact the road would have on the landscape and scenic beauty of the area.

Summary of Public Hearing Comments

Emails and Fix126.com

<u>Name</u>	<u>Comment</u>
Cathy Dunn	Oppose 4-lane - 4-lane is too expensive, will increase speed, will depreciate historic and cultural attributes of region suggest camera to catch speeders (generate revenue). Add turn lanes in area that need it.
Kurt Larkin	Stated that he has not seen the road as congested as shown in the (Level of Service example) photos. Would like to know when work will begin and how long the project will last.
Paul Castille	TDOT already made John B. Demnis exit ramp worse, need to change it back.
Al Price	Stated that he owns land on SR 126 at Shuler Dr. Wants to know if the project will affect his land.
John Hurt	For 4-lane - Accidents will continue if 4-lane not built. Drivers speed and talk on cell phones and do not pay attention. Road is too crooked in places and too narrow in others. How much longer do we have to endure this.
John Trent	No Build - Do not waste anymore money, traffic enforcement is what is needed.
Chad Austin	(Shoulders) - Any incidents on this road are caused by inattentive drivers, fatalities are not caused by road but by the drivers. Wider shoulders is what's needed. If the project is built it will lead to increased speeds.
Sue Nichols	No Stated Preference - Need safer highway as soon as possible. Existing road is dangerous (curves, single lanes)
John Pollak	Not sure 4-lane will work due to topography, but turn lanes will alleviate a lot of problems, since TN has no turn signal requirements.
Allan Newland	Favors 4-lane - Due to lack of improvements of SR 126 has resulted in loss of businesses. Improved safety main concern, but improved business conditions should be considered.
Randal English	3-lanes - Business owner involved in two accidents trying to enter property. Curve in road restricts vision, hard to see on-coming traffic. Need 3-lanes and lowering of speed limit.
Fix 126	Summary Feedback email - For 4-lane; Concerns safety and future development
Keith Johnston	Wants road improved in the immediate future Lives in Indian Springs Community
Delores York	(Shoulders) - This road is dangerous, we need shoulders to help drivers not familiar with this winding road.
Jerry Case	Concerned about dangerous intersection at Fall Creek Rd. and SR 126. Suggest traffic light to control traffic through the intersection.
Jennifer Krull	No Build - Suggest leaving road alone and cut back some slope bank to improve sight distance. (Not a fan of Ms. Sommers)
John Townsend	4-lane all the way - It will serve future needs and will be much safer than the "other way". Do not put in 2, 3, and 4-lane option.
Jan Nichols	4-lane - 4-lanes with less curves and more visibility and safer highway all around.
Keith Elton	The only problem with this road is distracted drivers. Deaths are caused by reckless drivers. 4-lanes will lead to increased traffic and higher speeds. Suggest using money to hire more THP to enforce speed and educate drivers.
Crystal Dots	We need to do something NOW. Road is too dangerous, people speed, pass school buses. It is difficult to get out of driveway at times.
Phillip Bridges	4-lanes - Fix the road right the first time or you always have a dangerous road
Larry Landis	(Shoulders) Careless drivers on road causes accidents. Road needs shoulders.
Willis Wagner	Wants the road improved as soon as we can.
John W. Dotson	Opposed to moving graves - Please find a way to improve the road without disturbing cemetery.
Janrose Dotson Hall	Opposed to moving graves - Speeders need to slow down and given tickets or take their driving rights away. Do not disturb graves.

Summary of Public Hearing Comments

Vickie Jones	Oppose grave removal - Does not feel widening the road is the answer. Control texting and phone use while driving would be a huge help. Do not move any graves.
Arnold Dixon	Favor 2-lanes with a 3-lane for turning. If road is not patrolled by officers or cameras fatalities will still occur.
Lesley Kilgore	Enforce the speed limit, need shoulders and street lights, bike lanes and walking lanes are a waste of money. Do not impact cemetery or Yancy's Tavern. Adding 3-4 lanes and back to 2 will cause more reckless driving (people trying to pass)
Scott Williams	More asphalt means more upkeep and funding - Determine where most accidents occur and concentrate on making those areas safe. Wider roads usually mean increased speed, distraction from cell phone use that lead to more accidents.
Lisa Burchell	Roadway needs better lighting all the way to I-81. Need red lights at intersections, poor visibility makes it hard to get on and off highway. 3-laning or 4-laning would only increase truck traffic and speeding. THP and local police should patrol area more often to discourage speeding.
Dr. La-Verne & Lois Ready	Concerned about noise associated with new highway. What type of barriers are being considered.
Patricia Richards Dellinger	Opposed to moving graves.
Angela Tipton	Opposed to moving graves.

Summary of Public Hearing Comments

Kingsport Civic Center

<u>Name</u>	<u>Comment</u>
Ernest Brookman	Stated no preference - Would like to see more coordination between City and TDOT on the alignment of the road. Need to fix Kite Street. Recognized construction limitations.
Ellen Sims	Generally Supports Project - Representing Long Island Chapter of the National Society Daughters of American Revolution. Concerned about visual and physical impact of the proposed project on Yancy's Tavern and along Chestnut Ridge. Blasting and Road construction will change the landscape causing a negative impact both physical and visually to Yancy's Tavern and associated properties. NSDAR is concerned about safety and building a road efficiently and effectively and respecting the communities values. Do not over build.
Nathan Vaughn	(Former Rep.) Recognized the work of the CSS team and is concerned TDOT is looking at an option not sanctioned by the CSS group and using different selection process. He is concerned about traffic counts not accurately reflecting the volumes on SR 126. Wants the project to reflect the values of the community.
Tim Bledsoe	No Alt. Prefence - Concerned about moving family graves. Opposed to moving graves. Move the Tavern.
Tom Gatti	Oppose 4-lane - Opposed to 4-lane cutting through Chestnut Ridge and Indian Springs. B modified takes care of some safety issues, will have visual problems and road connecting issues. Not in favor of straight road it tempts people to drive faster. Ask if sidewalks had to be ADA compliant.
Judy Murray	Served on CSS team that came up with original alternatives and feels the spirit of CSS is being honored. She felt TDOT was listening to the community.
Wendy Gordon	Generally Supports Project - Thanked TDOT for the work on this project.
Tony Grills	Concerned about compensation of property that maybe used for roadway as well as zoning and tax issues. He was referred to the ROW representative present at the meeting. Also questioned how removing asbestos would be paid for, the owner or TDOT. Also asked about statue of limitations mentioned in EIS.
Frank Castleberry	Favors 4-lane - Concerned Indian Springs will be shortchanged in a 4-lane is not constructed. Limits future growth. More the Tavern back up the hill and build a parking lot.
Mr. Vaulx	Opposed to moving graves. Concerned that the historic site (Yancy's Tavern) is going to be on a retaining wall over looking a multi-lane highway and that will be an adverse visual impact. He further state an MOA would be required to complete the requirements of Section 106, of the National Historic Preservation Act. Favors leaving 2-lane and shoulders, ruble strip and turn lean into Cooks Valley Rd. Wants a safe road.
Charlotte Ellis	Would like to see community and its assets protected as well as having a safe road. (Rural Indian Springs). Protect Chestnut Ridge, historic sites and cemetery.
Kathleen Beine	Concerned about safety issues, beauty and historic preservation. Concerned about 4-lane widening through Chestnut Ridge. The road needs to be improved. Concerned about miles and miles of 5-lane road and increased accidents. Concerned about sidewalks and bike lanes adding to the highway impact on the landscape.
Mark Bowery	Favors taking the 4-lane to 3-lane to 2-lane and the 4-lane would go all the way to Cooks Valley. Use design options to avoid Yancy's and Cemetery.
Dorothy Houser	She has lived in her home 87 years and does not want to move. Do anything you can to keep this from happening.
Eugene DeBaker	Opposes closing Holiday Hills Rd. out of her subdivision. There needs to be another alternative or stop lights.
Betty Tribble	Take my house to save a life.
Mark Tribble	(Speaking on behalf of his mother Betty) - She is an elderly widow and all alternatives impact her. Concerned about run-off caused by the roadway and flooding. Take my mothers home for her safety. Blind spot when you pull out of the driveway.

Summary of Public Hearing Comments

Chris Lacey	Concerned about sight distance problems pulling out of his business onto SR 126. Previous work on the road has impacted his property causing a drop off that is dangerous for his customers. Would like the access fixed to his property, as well as the sight distance improved at his business.
Susan Nodal	(Local) - Concerned about planned median in front of her property prohibiting her from turning left out of her driveway, forcing her to use the dangerous Orebank Rd intersection. This is the only viable access to our property. Request that two historic stone pillars be relocated up into her yard. An access point in the median would also serve a business next door.
Dan Cheek	B Modified - (Former member of CSS team) I originally supported a 4-lane roadway, but now feel a less invasive plan is needed. A 4-lane would destroy Indian Springs. The B modified plan it is very much consistent with what our team came up with.
Scott George	4-lane - 4-lane is needed fix it now, fit it correctly. Safety is the biggest concern; no shoulders, no recovery area exist.
Dewey Harless	Feels we are only building part of what is needed. Quit making 2-lane bottlenecks. Build 4-lane, don't need sidewalks, curbs and gutters is sufficient. I's rather have a safe road even though it impacts my property.

Summary of Public Hearing Comments

Sullivan Co. High School

<u>Name</u>	<u>Comment</u>
Scott Mendenhall	Questioned why project was taking so long. Believes if road had already been improved, his wife may still be living today. Pointed out that it has been 10 years since the project began and wants to know how the Department is going to speed up the process. Plan B should be eliminated and A could be a little bit more improvement on that part.
Charlotte Dade	Five concerns; safety, historical, environmental, aesthetical and personal. Certainly improvements need to be made a 4 or 5-lane roadway is not necessary. Modified B concerned about preserving heritage for future generations. Aesthetic quality of Chestnut Ridge is important. Do not want to destroy beauty of area. Our property has historical value (Exchange Places). Wants to know what will happen to the springs and the serenity of the woods behind her home. We want to save lives and hope the plans make continued improvements and consider the historical, aesthetical and environmental issues.
Cathy Dean	Favors B Modified - Opposed to moving graves.
Danny Moody	Opposed to 3-lane roadway; for 4-lane people using turn-lane do not know where to yield to anybody.
Erwin Holman	Concerned about closing off Gravel Top Rd. access point. It will increase response time for emergency vehicles, increase mail delivery route. School buses will have to use cul-de-sac at end of road. It will close off a detour route around SR 126 when accident occurs or bad weather closes roadway. Fix geometry of road and leave both entrances open.
Tim McCoy	Modified B - Modified B addresses our concerns and still gives us a nice safe road.
Paul Bodenweiser	Modified B - Modified B is far and away the smartest one rumble strips have made a difference, we need to improve the lines of sight, add guardrail, and shoulders.
Henry Somers	Safety is a huge issue; CSS team after 2 years of study recommended 4-lane to Cooks Valley Rd. We need a bare bones, minimum 4-lane to accommodate future traffic. We need to eliminate the grassy medium, sidewalks, and curb and gutter. Basic 4-lane will be very similar to 3-lane with sidewalk. Nobody wants a big cut, future traffic will need extra lanes. A 4-lane from East Center St. is possible and is needed for safe travel. There is 47' from white-line to white-line at Yancy's Tavern, we know a minimum 4-lane can be done. We need interim improvements we can't wait another 8-10 years.
Vance Ramsey	Modified B - Lines on section of SR 126 that has seen many accidents. Believe drivers not the road caused accidents (Speed, drinking). The road needs improving, straighten curves, and shoulders, need turn lanes at major intersection. Oppose 4-lane do not want to destroy scenic value of Chestnut Ridge or destroy the communities of Sunnyside, Birdwell Height and Indian Springs. Do not want to remove graves. Made reference to petition with over 1200 signatures opposing 4-lane and whether or not TDOT had a copy.
Kerney Timmons	Modified B - is reasonable avoids cemetery and historical property. Likes a 4-lane and 3-lane. Leave the sidewalk off the 3-lane and make it 4-lane. The lanes are too narrow, rumble strip has kept me on my side of the roadway.
Donna McCoy	Modified B - Son was killed on highway, opposed to 4-lanes, 2-lanes in each direction raises the possibility of more accidents. It will allow people to drive faster. Concerned about increase in truck traffic.
Thomas Moore	Concerned about driveway connections, poor sight distance is a hazard. Requested TDOT to fix his driveway (no action by State) wants the roadway (Fall Creek) either up to SR 126 or cut back down to improve sight distance make the road safe take out curves and bumps in the road to improve the line of sight.
Kathy Dunn	Disagrees with 4-lane, straight through because it will simply increase speed. Grass medians will be a maintenance issue MPO and State traffic numbers don't agree, let get calculation right. Not willing to see ridiculous speeding for a continuous 4-lane.

Summary of Public Hearing Comments

Don Cole	Family member in East Lawn Cemetery, Alt. A & B upset me. Road needs to be improved. Alcohol, drugs and telephones distract drivers. I can live with Alternative B.
Gene Bledsoe	Concerned about traffic lights and wants to know if there will be red lights at intersection. Concerned about the 3-lanes merging to 2-lane near Lacy's Insurance and wants to know if there will be better merging with the project. Questioned recent traffic analysis showing a reduction in traffic. Concerned about property value between being above the road or below the road. Last meeting at Sunnyside, they shot down the 4-lane nobody wants a truck route between Center St. and I-81. Wants to know when project will begin. Its been ten years in the making.
Wendy Niebruegge	I like the rumble strips, I think we can make improvements by adding shoulders and cutting out banks to improve sight distance. Realigning driveways. Can make improvements without 4-laning entire route.
Joe Smith	Lets make sure we are building a road to handle the traffic, do no under build the road.
Jim Fuller	The road is unforgiving and has resulted in fatalities. Do what you have to get between Tavern and cemetery, lets make a safe road.
Kenneth Pate	The existing road is narrow and dangerous, people speed to get around you. We need 4-lane all the way. The best option it would be a much safer road.
Allan Newland	In favor of 4-lane, lack of improvements on SR 126 have resulted in a loss of businesses. It will not be built all at once but need to get started and 4-lane all the way to Cooks Valley Rd.
Jay Schlag	Concerned about traffic during construction and the impact it will have on other local roads. Travel the road frequently it is not a dangerous road drivers on it are dangerous.
Wendy Gordon	People want a safer road and assume a 4-lane divided road is safer. Non limited access 4-lane are not safer. More fatalities happen there than do on 2-lanes.
Dave Dots	4-lane, no sidewalks - I am in favor of Alt. A (4-lane) but think we can do away with sidewalks. Install traffic lights at major intersection to slow down truck traffic (Cooks Valley, Lemay, Stage Coach, Briarwood, Island, Harr Town, Overhill, and Carolina Pottery). We need to look at the growth in the next 30 to 40 years. We need a 4-lane and straightening the road as much as possible.
Mr. Vaulx	For Modified B - Owner of Yancy's Tavern; you can buy and demolish National Register property you just can't use federal funds to do it. Your not supposed to adversely impact an historic site. I like missing the cemetery, but don't overbuild the road. I favor the Modified B
Rena Robinette	Not in favor of road widening if it going to impact the cemetery. The previously proposed Stone Dr. to the Airport would alleviate some of the traffic on SR 126 and should be reconsidered.
Betty Feathers	Thank you for lowering the speed limit to 45 mph.
Scott Mendenhall	Favor 4-lane all the way because of accidents.
Keith Elton	Suggest instead of closing Shuler Ave. and SR 126 close Shuler Ave. at the other end where it comes off Cooks Valley Rd. Shuler DR. and Lemay and Peers St. are overwhelmed now with traffic coming off Cooks Valley Rd. SR 126 is a perfectly good road. The problem is drivers not paying attention.
Tom Floyd	(Trinity Lane Connector) - On Alt. B Modified it is no clear to me why the Trinity Lane connector is taking land off my property.
Erwin Holman	Want to make sure I continue to have access to SR 126 (Gravel Top Rd.).
Fred Johnson	Make the road for the living not the dead.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Public Hearing
SR-126 (Memorial Boulevard)
From East Center Street to Interstate 81
In Sullivan County
TDOT PIN 105467.00

December 11, 2012
Kingsport Civic Center
1550 Fort Henry Drive
Kingsport, TN

1 MR. NAGI: My name is Mark Nagi. I'm the
2 Community Relations Officer for Region I of
3 Tennessee's Department of Transportation. We're here
4 this morning at the Kingsport Civic Center auditorium
5 to gather public input on the proposed State Route
6 126/Memorial Boulevard project in Sullivan County.
7 This project would go along existing alignment from
8 East Center Street within the City of Kingsport's
9 City Limits east to Interstate 81.

10 Joining us tonight from the Tennessee
11 Department of Transportation are: TDOT's Chief of
12 Environment and Planning, Toks Omishakin, TDOT's
13 Assistant Chief of Environment and Planning, Ralph
14 Comer, TDOT Director Of Project Planning, Steve
15 Allen. From TDOT's Environmental Division are Jim
16 Ozment, JonnaLeigh Stack, Tammy Sellers and Martha
17 Carver. From TDOT Construction, Randy Busler and
18 Jason Farmer. From TDOT's Project Management
19 Division, Project Manager Gary King. From TDOT's
20 Design Division are Jeff Turner and Randy Plummer.
21 From TDOT's Right-Of-Way Division are Sonya Sneed,
22 Debbie Morgan, Bill Rives, Amber Warren, Phil Addison
23 and Steve Head. From TDOT consultants, Florence and
24 Hutcheson, are Stan King and Ray Brisson.

25 Once again, this is a TDOT hearing, a

1 public hearing, which means there's a few ways to get
2 your comments on the record. Following this
3 morning's presentation, which will begin in just a
4 couple of minutes, we'll have a session in which you
5 can make comments or ask questions of TDOT officials.
6 There's a microphone set up at the front of the room
7 for you to do just that. Now there was a sign-up
8 sheet as you walked in today. In order to speak
9 during the meeting, you need to sign up on that
10 sheet. So if you would like to make a public comment
11 at the microphone following the presentation, please
12 make sure you are signed up on that sheet. If you
13 have not signed in, please do so. We'll go in order
14 and announce those names in groups of four. That way
15 we don't have a big line throughout the room. We ask
16 that you limit your comments to right around three
17 minutes in order to give everyone a chance to speak.
18 Once again, that session will take place after the
19 presentation.

20 We also have two court reporters present.
21 They will be recording all public comments made at
22 this hearing. We have a court reporter present at
23 the back corner of the room. She's available during
24 the presentation and during all the activities today.
25 If you would like to make a comment privately to her,

1 you can do so in the back corner at any time during
2 today's public hearing.

3 Also, we have comment cards and pens up
4 front as you walked in. You can write down those
5 comments and hand them in to us today, or you can
6 take those cards home and send them back to us. You
7 can also take a few cards home and give them to your
8 neighbors if you so choose for them to send them to
9 us as well. You have until January 31st to have
10 those comments postmarked if you, in fact, choose to
11 send those to us.

12 Okay. With all that being said, I now turn
13 things over to Jim Ozment from TDOT's Environmental
14 Division for today's presentation. Jim?

15 MR. OZMENT: Thank you. Well, good
16 morning. Good afternoon. I'm not sure which we are
17 right now, but we certainly appreciate you coming
18 out. Thank you very much for your time and
19 attention. Before I get started, the Assistant
20 Commissioner for Environment and Planning for TDOT,
21 Mr. Toks Omishakin, would like to say a few words on
22 behalf of the Commissioner. So I'm going to let him
23 speak.

24 MR. OMISHAKIN: Good morning. I'm going to
25 start off by -- and I'll be very quick because I want

1 us to get to the important part of the agenda this
2 morning. I want to start off by thanking you all for
3 taking the time to come out to this meeting and
4 participate in this process as we look to move this
5 project forward. We know this project has been on
6 the books for a while, and we want to get it moved
7 forward. We want to help make this project happen.
8 Commissioner Schroer spends as much time on this
9 project as any other project that we have in the
10 Department. That's one of the messages he wanted me
11 to bring to you this morning. I spend as much time
12 in my role as Assistant Commissioner of Environmental
13 Planning at TDOT. I spend as much time on this
14 project as any other project we have in the
15 Department. This project is very important to us.
16 The reason why it's important to us is because we
17 know it's important to you. We know that. We know
18 that on average 16,000 cars are on this road in one
19 day in average. We know about the safety issues. We
20 know about the safety concerns. We know about the
21 traffic. We know about cemeteries. We know about
22 homes. We know about historic properties. But we
23 want to make the right decision. So we're here today
24 to listen to you and to learn from you all as we look
25 to make that right decision for the people of

1 Sullivan County, for you all.

2 So I just wanted to stress that this
3 morning, that this project is important to us. We
4 want to do the right thing. We want to make the
5 right decision. That's why we're here as a part of
6 this process. So we look forward to hearing from you
7 either way, written or if you're coming up to the
8 mike. We want to hear your comments this morning.
9 We're going to take them back, and we're going to
10 really use them to help us make the right decision on
11 this project.

12 Thank you very much for your time.

13 MR. OZMENT: All right. Thank you very
14 much. Again, my name is Jim Ozment. I'm the
15 Director of TDOT's Environmental Division. The
16 Environmental Division's purpose is to take projects
17 and study them to try to determine the impacts across
18 the board of what might happen under certain
19 circumstances if we build roads. And it's a part of
20 the planning process, and it's part of a long process
21 of refinement where we go through every phase of this
22 and we refine the process further and further. So
23 what I wanted to do today was just to run you through
24 a few things that talk about the project. Don't tell
25 me this isn't going to work. Oh, I've got to turn it

1 on. There we go. Thank you.

2 Again, we understand that this is a very
3 important project for the people in this community,
4 safety concerns, transportation concerns, and so what
5 we're doing tonight is we're here to talk about the
6 NEPA process. NEPA is basically the environmental
7 studies process it goes through. It's a federal law,
8 and it's probably all you need to know about that.
9 But primarily we're here to get your input. These
10 public hearings are designed because we only know
11 what we can see a lot of times on a map or, you know,
12 in a design file. You are the people that live it.
13 You're the people that drive it. I spoke to a
14 gentleman just earlier that talked about how the
15 percentage of traffic moved on the road right in
16 front of his house on a side road. I might not have
17 known that, possibly could have but won't unless
18 you're here to help us and explain to us and tell us
19 your story. So that's why we're here today, and
20 we're going to give you a chance after the
21 presentation to come up and make any comments that
22 you'd like. We're also going to try to answer any
23 questions that you have and talk a little about the
24 next steps in our process.

25 So primarily our presentation, and I'm

1 going to cover a little bit about the project
2 history. It has a long history. Unfortunately, it
3 hasn't moved as fast as anyone probably would like.
4 Talk a little about the road building project
5 process, the proposed changes that we have for the
6 road so that you can see what the proposed design
7 changes would be, the impacts that those changes
8 would cause and to also, any efforts that we've
9 already taken to try to reduce those impacts.

10 So I think everybody is familiar with the
11 road, and this is probably a terrible slide because
12 I've got a blue line and nobody can see it, but this
13 just shows that Memorial Boulevard runs from 81 to
14 East Center Street. A little about the history of
15 this project: Back in about 2003 the Metropolitan
16 Planning Organization for Kingsport and the mayor of
17 Kingsport at that time both contacted TDOT with a
18 resolution and said, "We believe that something needs
19 to be done about this road. Can you help us?" And
20 we said, "Yes, we can." So at that point, it was the
21 very first time that we decided or the Department
22 decided to use what's called a context-sensitive
23 process where we involve teams of people from the
24 community to help in the very beginning of the
25 project to identify the issues that were at play and

1 possibly identify some of those solutions. It was
2 called a CSS team or a Community Resource Team. So
3 we put that together. They had 13 meetings over the
4 course of a couple of years. We held three public
5 meetings to talk to the public about what was coming
6 out of that and get input back, and also we were at
7 -- at the end of the day we came out with two build
8 alternatives that they asked that we study. So we
9 always have to have something to study, and that was
10 what we put forth -- or was put forth. Excuse me.

11 So the things that were determined to be
12 needs for this project were safety improvements,
13 Number 1. It was clearly everybody -- safety was on
14 everyone's mind, and the safety resulted from
15 inadequate roadway deficiencies. The shoulders are
16 nonexistent. There's a lot of hills and valleys.
17 There are blind curves. You know what's wrong with
18 the road primarily. I don't have to go through a lot
19 of this. But also one of the other things was the
20 improvement of access management, and this is
21 basically talking about how many driveways and how
22 many side roads come in at very steep angles and
23 create, you know, issues for trying to turn back into
24 traffic and can you see around the corner. So those
25 were sort of what was identified as the primary

1 problems, I would say, or the needs for this
2 improvement. This is just a picture that illustrates
3 the fact - no shoulders, bad skews, a lot of curves
4 and hills in the potential area there. And that
5 leads to just general safety issues. A car breaks
6 down, if there's somebody waiting to turn, all of
7 those would be under general safety. It also affects
8 the mail delivery, school buses, emergency vehicle
9 travel up and down the road. All of those things are
10 also in play and the safety issues for the project.

11 So the overall concept was that this
12 project needed to provide a safe and efficient
13 transportation facility from Kingsport to I-81 is the
14 overall goal of the project, safe and efficient.

15 So now we move -- excuse me. Now we move
16 on from that first stage into the environmental
17 stage, and this is where we start. Once we have an
18 alignment to study, we go out and start to do what we
19 call our technical studies to figure out what the
20 impacts might be to a couple of those different
21 alternatives. And we completed by having what's
22 called a Draft Environmental Impact Statement written
23 and published in January of this year. So these sort
24 of illustrate the steps in the project delivery
25 process. It starts with planning. It moves through

1 the environmental stage on to design. Once the
2 design plans are done, then you know where you need
3 to go buy right-of-way. Once the right-of-way is
4 acquired, then we can go ahead and start
5 construction.

6 When the CSS team was working, it primarily
7 was in the planning stages. That was the stage that
8 all of that work occurred in and the development of
9 those two alternatives. So let's talk about those
10 two alternatives for a minute. Well, the first one,
11 we cleverly named them Alternative A and Alternative
12 B, so not to confuse ourselves, but Alternative A
13 consisted of three different segments. Well,
14 actually four. A five-lane, four-lane, three-lane
15 and two-lane segments throughout the whole project
16 length. Part of the recommendations from the CRT
17 team was that different parts of the corridor in
18 essence had different needs and that people on the
19 east end - it was a more rural environment - wanted
20 to keep it having more of a rural type of an
21 environment there, a rural roadway there, where it
22 was much more urban on the western end. So that's
23 how it kind of came out with this four-three-two
24 concept. The thing about Alternative A that you'll
25 see later on is that when it's put in, it was

1 designed and laid out to basically straighten the
2 road a lot, and also there was something called
3 constructibility that was -- well, it was in a lot of
4 the decisions about where it would go. So if you
5 have a curve and we cut the curve off, you could see
6 that we would move a decent distance away from the
7 road. A lot of times when you think about widening
8 the road, you could think about, "Well, I've got two
9 lanes. I need four. So I'll add one on the right
10 and one on the left." That's one way to do it, and
11 that's kind of called symmetrical widening, and the
12 other way to do that is to basically try to move it
13 all to one side. And if you straighten it, you start
14 to get further off the road. Well, as you can
15 clearly imagine, the further off the road you move,
16 the more you move out into people's properties,
17 homes, and, you know, therefore the impact numbers go
18 up. So the more you straighten it, the more those
19 types of impacts start to go up.

20 So the team basically thought, "Well,
21 that's an awful lot of impact if you think about
22 doing it that way." So they asked also to have an
23 Alternative B in. Alternative B did two different
24 things. In one instance, it tried to widen more to
25 the right and to the left and keep it in closer to

1 the road. It didn't wander so far off of the
2 existing road. But it also extended the three-lane
3 section from basically Cooks Valley Road to Lemay
4 Drive. All of you all are probably familiar with
5 this area. This is where East Lawn Memorial Cemetery
6 is located, and there's Yancey's Tavern on one side
7 and that on the other. And to run a fully -- a
8 median four lane through there was going to impact
9 potentially one or both in a significant manner. So
10 Alternative B was designed to see if we could reduce
11 some of those impacts early on. But, again, what
12 we're doing is we're putting those basic alignments
13 that would consist of either three, four or five
14 lanes or two lanes, and we're just laying them on the
15 map and saying, "Okay. Go study and see what that
16 impact would be." It's a very ask-a-question,
17 get-an-answer kind of a process. So that was what
18 Alternative B turns out to look like. I should have
19 pushed the button again.

20 So now where are we? As I said, we're in
21 the environmental phase, and what the environmental
22 phase basically talks about is we go out and we study
23 what different types of improvements would be gained
24 by the changing of the operations of the road, the
25 straightening, improving the curves and all that. We

1 also look at the impacts to the natural environment,
2 what happens to the streams and the wetlands and
3 anything else that might be out there. We look at
4 the social and economic impacts to the road change
5 and what it does to the community, what it does to
6 the businesses. All of that type of stuff goes into
7 these studies. And then once we get that done, we
8 write this report called an Environmental Impact
9 Statement. So it's just a report of our findings,
10 and that's, again, we published in January. We have
11 copies tonight if no one has seen it. They've been
12 in the library or on the website for a long time as
13 well if you want to view the whole thing.

14 So, and then after we do that, as I said
15 earlier, we hold a public hearing, and we come out,
16 and we say, "Okay. We made these assumptions. We
17 laid out these roads. We went out and studied what
18 would happen if we built them just that way, and now
19 we're here to talk to you about it tonight" -- or
20 today. We're going to do it again tonight. Excuse
21 me. Come back at 6:00 at the high school if you want
22 to hear this all over again. But that's the way the
23 process works. And, again, we're here to hear what
24 you have to say about this particular project and
25 those impacts.

1 So just to go through a few of those,
2 basically they are social, economic, noise, historic,
3 archaeological kind of in the human environment.

4 There's wetlands, streams, endangered species. We
5 have to look -- there's federal laws that require we
6 look at all these different things as part of this
7 process. So we're pretty well driven by federal law.

8 So now we get to the impacts themselves,
9 and I've got a couple of slides here that summarize
10 what we found in that particular instance. For
11 example, noise impacts under Alternative A are 35 but
12 under Alternative B would be 45. The reason for that
13 is because there are more houses taken under
14 Alternative A. So there wouldn't be an impact to
15 them if they were actually taken. So that's just one
16 of the issues. There was one historic site found.
17 That was Yancey's where five streams that basically
18 would be crossed. We have 75 acres taken on one, 55
19 acres taken on Alternative B. Loss of 15 acres of
20 farmland versus five from A to B. Things like that.
21 And we go through a lot. This is just a quick
22 summary of some of the things that we talk about.

23 What we consider to be the key impacts for
24 this project -- and every project is different. We
25 have projects where the streams and wetlands and

1 endangered species are huge issues for us to try to
2 get through, and we don't have very many
3 displacements. In this case there weren't very many
4 of those type of things, but there are a lot of
5 displacement type of issues.

6 And so if you look at Alternative A, there
7 were 241 potential displacements, and let me explain
8 how we come up with that number. Again, this is
9 called a -- we do what's called a conceptual stage
10 relocation plan that said if we just laid this road
11 out, how many properties do you think it'll run into?
12 We don't do a lot of survey work. We make a whole
13 bunch of assumptions. So this is kind of a crude.
14 How many would it be? It gets refined much more
15 later on as we know more about the slopes and we know
16 more about how driveways are going to be affected and
17 things of that nature. So it does change a lot over
18 time. But out of that 241, 102 would have been
19 residential, single-family homes. 135 were
20 multi-family, the apartments or on four were I think
21 mobile homes. Compared to Alternative B, once the
22 reduction was done at 90, 69 and 3. So it was a
23 reduction by putting in the alternative where we
24 didn't stray as far off of the road. Business
25 displacements were 43 under Alternative A and 30

1 under Alternative B, requiring also 239 acres versus
2 122. So, again, you can if we straightened the road
3 and we wander further away, we wind up taking a lot
4 more land, hence, a lot more displacement. One
5 displacement would have been the Volunteer Fire
6 Department under either of the alternatives, and then
7 we come down to grave relocations at the cemetery,
8 and we've already heard from the community what they
9 think about this. So, and this isn't the end of the
10 story. This is not my last slide. So you can hold
11 on. There's more to come. But under the initial
12 plan of having a four lane through there, there were
13 350 graves that would have had to have been
14 relocated. Under the other alternative, there were
15 90, but 90 is still significantly way more than needs
16 to be done, if any, and we've already said we're
17 going to try to avoid that at all costs. And then
18 the historic property was one.

19 So here's where the NEPA process I guess
20 for us gets difficult. NEPA is all about balance.
21 It's about trying to figure out and justify, you
22 know, one impact versus another. We do that every
23 day in our own lives. You know, you have to justify
24 is this price of this worth what it's going to cost
25 me from my back account. We have to do the same

1 thing. A lot of times we're driven by federal law as
2 to how we can make those decisions and try to balance
3 those, and other times it's more just up to us and
4 what we hear from the people that tell us how we
5 balance the needs for a road versus impacts, what
6 you've just seen, that would be, you know, a loss of
7 a lot of homes or businesses. And that's never,
8 never an easy thing for us to do. So, again, we
9 always look to try to minimize it, and we minimize it
10 more and more. So I'm going to talk a little bit
11 about that effort now.

12 Well, first of all, as I said, after we
13 published the document, the study in January, but
14 before we could hold the other public hearing, there
15 was probably 100 people at least showed up at the MPO
16 meeting here in town, the Municipal Planning
17 Organization meeting, and wanted to express deep
18 concerns about any relocations in the cemetery. And
19 that would have normally come out at our public
20 hearing if we had held it earlier, but instead, it
21 came out at that MPO meeting, and that was fine.
22 That was great because with that feedback, we were
23 able to basically stop for a moment, go back and see
24 what can we do to minimize that before we got here
25 tonight to talk to you again -- or today to talk to

1 you again. So we have worked on that.

2 The second thing that happened just kind of
3 not necessarily out of the blue but on a routine
4 schedule was that the MPO changed their traffic
5 projections, and every so many years they have to re
6 -- they basically project how the growth of the
7 community is going to occur, where it'll go up, where
8 it'll go down and how that will affect traffic, and
9 then we turn around and use those numbers, put it
10 into our own traffic model to predict how many cars
11 will be going by the road, you know, in twenty years
12 from now.

13 Well, they updated their numbers during the
14 same time we were doing this. So we had to turn
15 around and update our numbers. And the result of
16 that was that the traffic was now projected to
17 decrease over certain portions, not so much on the
18 western end but a lot on the eastern end of the
19 project. So it ranged anywhere from 4 to 68 percent
20 reduction in traffic. And traffic models we can talk
21 about later, but we've got people here that will
22 explain that for you, but what, in essence, is
23 happening is projections of the way the economy is
24 going to work, where the land uses are going to
25 occur, those changes. So that changed their

1 projections of how traffic would change. That
2 allowed us to look at it and say, "Okay. Will the
3 road perform better or worse with this new traffic
4 number, these fewer cars in different places, and
5 what could we do to take advantage of that?"

6 So what we did was -- let's see. Back up.
7 So this is what Alternative B looked like. It had a
8 four-lane section through here, three lanes and then
9 two lanes primarily under Alternate B. So what we
10 did was we modified that, and we extended the road
11 between Lemay and Harbor Chapel to extend that three
12 lane from here back down to here. And the reduction
13 in traffic allowed us to do that because then it
14 tended to work. It was still safe. It still meets
15 all those purpose and needs. You've still got
16 turning lanes. You've got full shoulders. You've
17 got curb and gutter and some sidewalks. Those types
18 of things are all in play. It gives people ways to
19 get off the road, turn without blocking traffic and
20 all of that, and under those traffic conditions, that
21 seems to work. So what we did was we have taken the
22 proposal, just that segment, and we looked at, well,
23 if we did that -- and we also looked at could we
24 reduce the cross section a little bit more between
25 the cemetery and Yancey's. If we did those things,

1 then what would happen? Well, this was a result of
2 the modification.

3 It does say that we can reduce it by
4 compressing the -- that's what I just said, and then
5 we'll be able to avoid Yancey's and all the graves.
6 We'll reduce the number of displacements. We're
7 still -- it still addressed the safety concerns.
8 That's what I just said. And it reduced the
9 project's overall cost. So now when we add that
10 column that talks about impacts here, you can see
11 that the number of -- just by reducing that during
12 that small, smaller section of the whole, overall
13 project, we went from 162 residential displacements
14 to 104. Business went from 30 down to 24. None of
15 these are going to go to zero under those
16 circumstances if we widen this road. The non-profit
17 fire hall is still going to be taken it appears, but
18 under graves, we went from 90 to zero, and we don't
19 impact the Yancey's Tavern, the historic site. So
20 several things occurred there that appear to be
21 positive at this point. But, again, this is why
22 we're here tonight - to find out what you think about
23 that.

24 So where are we now in this process? Well,
25 after we get done with today's hearings, we're going

1 to go back and we take all of these comments and we
2 put them together and we answer all the questions and
3 we summarize them altogether to see how many people
4 said this and how many people said that. We then
5 pick -- the Commissioner picks a selected option. It
6 could be the no-build. It could be Alternate A, B, B
7 Modified or perhaps even after we get impact, some
8 other combination of these things. And then we write
9 a report, called a Final Environmental Study. After
10 that, it moves to the design phase, and this is where
11 we will go through even more efforts to try to
12 minimize and reduce the impacts. So when we say
13 there's X number of houses going to be moved, that's
14 not exactly 100 percent known because every time we
15 work on it and we do a better survey, we then start
16 to look at things that we could do to reduce them.
17 Like maybe we could build retaining walls so that the
18 slope won't go so far back up and take someone's
19 home. There are things that can happen during design
20 that will further minimize the impacts and will
21 occur. So just to let you know, that last list
22 wasn't the final count on things.

23 So after we do the design, by the way, then
24 it would go to Right-Of-Way again and finally to
25 Construction. So what is the schedule for this

1 portion of the project? Well, first of all, we're
2 going to allow public comments to come until January
3 the 31st because of the holidays here. I know
4 everybody is busy. We don't want to shortchange
5 anybody on having the time to write something up and
6 give us a good explanation of what you think. So
7 we've extended it from what normally would have been
8 20 days to January 31st. Sometime, probably in the
9 spring, we will -- or late spring we'll be able to
10 announce what we think is the preferred alternative
11 or option. Then by the end of the year, fall, winter
12 type area, we'll be able to start to write our final
13 environmental statement, and then we close that
14 process in the winter of '14 with a final write.
15 After we write that, we have to send it to the
16 Federal Highway Administration. They have to review
17 it. They send it off to their attorneys and do legal
18 sufficiency reviews. So there's time periods of
19 things that go on that you don't always necessarily
20 think about.

21 But that's kind of how the process works,
22 and that was the time period. So now here we are.
23 We've got a lot of plans laid out. So we're going to
24 have a question and answer period, and then we're
25 going to let everybody go out and have individual

1 questions. If you have a question about your
2 property that you haven't already had opportunity to
3 have addressed, there's TDOT people all around the
4 room that will be able to help you answer some of
5 those. You can make your public comment three
6 different ways. We have court reporters both in
7 front and the back of the room if you would like to
8 do that on your way out, or if you want to leave
9 early while questions and answers are going, you can
10 stop in the back of the room. You can turn it in by
11 comment cards that are included in your handout and
12 mail them to us. We'll even take an e-mail. If you
13 want to send us an e-mail, be sure to put your
14 address, name and address in it, though. And I guess
15 that's basically it.

16 So we have asked, and I think Mark said it
17 originally, that when -- we have a microphone down
18 front here. So we're going to let you come up. He's
19 going to read off a name. You can make your public
20 comment or ask a question, either one. We're asking
21 that you hold it to three minutes because there's a
22 lot of people here, and we want to be sure to get
23 everybody heard. Three minutes is kind of a long
24 time. It doesn't sound long, but it is once you
25 start talking anyway. But if you've got a written

1 statement that you want to read, it's just as
2 effective to summarize that in three minutes and turn
3 it in to the court reporter because at the end of the
4 day we're going to be reading these anyway. We're
5 reading whatever the court reporters have written
6 down when we try to answer all these questions.

7 At this point, I'm going to go ahead and
8 turn it over to Mark. Would the people that are
9 going to be on the panel - we're going to have a
10 panel up here - come on up, and we will, we'll take
11 off from there. Mark? Yeah, panel members, come on
12 over.

13 MR. NAGI: Thank you. Once again, this is
14 your last chance. If you would like to sign up to
15 speak publicly during the public question and answer
16 session -- once again, there was a sign-in sheet up
17 front. We still have that sign-in sheet up front.
18 So if you would like to speak, please make sure
19 you've signed in on the sheet, which is up front.
20 We're going to announce names in groups of four. The
21 first four people that are to speak are, and I
22 apologize if I pronounce anyone's name incorrectly -
23 Ernest Brookman, Ellen Sims, Steve Ball and Rodney
24 Hurd. Ernest Brookman, Ellen Sims, Steve Ball and
25 Rodney Hurd. And if you could, when you say your

1 name, please also say what your address is. Thank
2 you, Sir. You're first.

3 MR. BROOKMAN: My name is Ernest Brookman,
4 and I live at 3980 Memorial Boulevard. My comment is
5 basically the lack of coordination between the City
6 of Kingsport and TDOT. They're talking about
7 relocating businesses, for example, and as I've
8 called them up and talked to them, they will tell us
9 that they're going to do something. In my case they
10 said they were going to run the road in an open
11 field, a hay field up there across from my house, but
12 they don't have any plans for relocating businesses,
13 which need to be there and such. And when we look at
14 this plan that they have, they're taking the line
15 right behind my house. In the past, the line was
16 going through the house, and now it's going behind
17 the house. And so they keep saying that they don't
18 think they're going to take any houses up through
19 there and then end up doing it.

20 So I'd like to see more cooperation and
21 coordination with Kingsport because they need to get
22 things like Kite Street straightened out. You
23 shouldn't have a street coming in at an angle to a
24 four-lane highway, especially uphill and such. Now
25 for anybody that doesn't know me, in 1959 I went to

1 the Air Force, and road construction is what I was
2 in. So a lot of these things from John B. Dennis, 93
3 Highway, to Cooks Valley Road entrance, closest to
4 the City of Kingsport, this is a simple, basic
5 framework that you really can't get around. You
6 can't move the highway at John B. Dennis, and you
7 can't move the mountain at the upper end there
8 because it is so steep. If you try to go to the
9 right, you have to dig into the mountain, and if you
10 go to the left, it's going to be off the embankment,
11 and you also will close off a road there. So the
12 whole thing seems to be locked in. They know where
13 the road is going to have to go to a certain degree,
14 and they should be planning on that. Thank you very
15 much.

16 MR. OZMENT: Thank you, Sir.

17 MS. SIMS: Commissioner Schroer, Members of
18 the Panel -- do I need to address the mike?

19 MR. OZMENT: You can pull it down. I think
20 it'll lower if it's -- unless it's locked down here.

21 MS. SIMS: Okay.

22 MR. OZMENT: That's set for me, isn't it?

23 MS. SIMS: Pardon?

24 MR. OZMENT: I said that thing is set up
25 there tall for me, isn't it?

1 MS. SIMS: I know. Yeah. Some of us are
2 height challenged. Commissioner Schroer, members of
3 the Panel and Committee, Concerned Citizens, I'm
4 Ellen Sims, Region of the Long Island Chapter,
5 National Society Daughters of the American
6 Revolution. I'm requesting that the following
7 comments be entered into the public record for the
8 SR-126 Highway improvement project.

9 Long Island Chapter NSDAR is concerned with
10 the impact, both visual and physical of the 126 plans
11 on Yancey Tavern and along Chestnut Ridge. As you're
12 aware, this area is filled with the history of our
13 past. The area proposed changes to Highway 126
14 follows closely the Old Island Road, one of America's
15 oldest wagon routes established before the American
16 Revolution. Old Island Road was the military road
17 from Chilhowie, Virginia to historic Long Island in
18 present day Kingsport. It was completed in September
19 1761. Yancey's Tavern property is located just off
20 Highway 126 across from East Lawn Cemetery. It was
21 built in 1779, and it's listed on the National
22 Register of Historic Places. It was listed in 1973.
23 Being listed protects the property from both physical
24 and visual impact. The property includes Yancey's
25 Tavern, a spring house with water running through a

1 historic, hand cut, stone culvert across the property
2 and then underneath Chestnut Ridge Road and a
3 historic barn standing on a cut stone foundation.

4 In 2004 Yancey's Tavern was auctioned. It
5 was bought by Dr. Rann Vaulx. The barn was purchased
6 later in 2006. During this time, Dr. Vaulx spent his
7 own money, redid the whole thing and furnished it
8 with reproductions of 18th century furniture. This
9 enables this to be used by the city, by various
10 groups interested in historic preservation,
11 patriotism, genealogy, and it is shown by
12 appointment. It is not a museum.

13 Our concern is that blasting and road
14 construction on Chestnut Ridge and the roadway
15 running in front of it will totally change the
16 configuration of the landscape, causing a negative
17 impact both physically and visually to Yancey's
18 Tavern and associated properties. It is also
19 possible it will be adverse to the spring. This
20 spring has never run dry, apparently being fed by
21 underwater sources from Chestnut Ridge.

22 Long Island NSDAR is concerned with the
23 safety of the highway to both local and distant
24 motorists. We ask that you value and protect
25 Chestnut Ridge and build a road that is safe for both

1 motorists and the community. We must afford maximum
2 protection to Yancey's Tavern and to East Lawn
3 Cemetery. We ask that you spend our hard-earned tax
4 dollars efficiently and effectively and respect our
5 community. In keeping all this in mind, please don't
6 overbuild Highway 126. Thank you.

7 MR. OZMENT: Thank you very much. Next?

8 MR. NAGI: Out of Ernest Brookman, Ellen
9 Sims, Rodney Hurd, anyone else out of that group of
10 four? Okay. Moving on to the next group of four
11 will be Henry Somors, Bruce Dodson, Nathan Vaughn and
12 Tim Bledsoe. Henry Somors, Bruce Dodson, Nathan
13 Vaughn, Tim Bledsoe, and when you guys speak at the
14 microphone, please say your name and your address.

15 MR. SOMORS: My name is Henry Somors, and I
16 would like to pass for the moment. There's a new
17 option here, and I would like to study it a little
18 more and reserve the right and come back to speak to
19 you later about that. May I do that?

20 MR. NAGI: Of course, Sir.

21 MS. SOMORS: Thank you.

22 MR. NAGI: Bruce Dodson, Nathan Vaughn or
23 Tim Bledsoe?

24 MR. DODSON: (Inaudible).

25 MR. NAGI: Your name, Sir?

1 MR. DODSON: Bruce Dodson.

2 MR. NAGI: Thank you, Sir.

3 MR. OZMENT: I'm sorry. We've overlooked
4 something up here protocol wise. We didn't introduce
5 our panel when they came up. We jumped right to the
6 questions because we were so eager to hear what you
7 had to say tonight. But up here with me we have Stan
8 King with Florence & Hutcheson. They're the
9 engineering and environmental company that's been
10 doing some of the studies and engineering work.
11 Ralph Comer, who works for TDOT as the assistant to
12 Mr. Omishakin in planning and environment. Gary
13 King, who is the project manager for TDOT. I think
14 we've already met Mark. Steve Allen, who's the
15 Director of Project Planning, and Sonya Sneed is with
16 our right-of-way office. And we have other people
17 with our right-of-way office as well around the room
18 and some of the other divisions also. So I apologize
19 for not getting that out. I'm sorry. Go right
20 ahead. I didn't mean to interrupt there.

21 MR. VAUGHN: Thank you. My name is Nathan
22 Vaughn, and just to give you a perspective of how I
23 have been involved in this project, at the point in
24 time that this project was brought back on the
25 agenda, I represented the 126 community as the State

1 Representative there and was very involved in this
2 project, bringing it to the Mayor and the City
3 Manager to get this put on the agenda to be
4 considered as the State of Tennessee's first contact
5 sensitive project. So I've been very involved in
6 this and continue to this very day.

7 The thing that concerns me about it, an
8 awful lot of work went into this project. There was
9 a Community Resource Team that spent basically years
10 looking at this project and to some extent trying to
11 find consensus as to what was going to be done.
12 Everyone agreed that the biggest issue associated
13 with this road was safety, and that's what the
14 Community Resource Team tried to look at. And some
15 of the things that concerned me at this eleventh hour
16 is some of the things that we are going to look at
17 trying to consider -- looking at a totally different
18 process and a totally different alternative as to
19 what needs to be done, as such things such as
20 websites, which talk about "Fix 126 right," such as
21 resolutions by our County Commission and these things
22 being brought to the City of Kingsport.

23 One of the problems that we have had in
24 Tennessee for along time has been the
25 politicalization of our road building projects, and

1 one of the things I know when I was in Nashville, we
2 tried to get away and make road building a process
3 that involved the best interest of communities all
4 across this state. We've got limited resources in
5 terms of being able to build roads, and one of the
6 last things that anybody I believe wants to see
7 happen is for us to spend large sums of money
8 building boondoggles that basically just consume
9 money that really doesn't really exist. One of the
10 issues such as we have looked at the traffic counts
11 on numerous occasions, and one of the things that you
12 still could look at and say that our traffic counts
13 are still not accurate as to how they reflect the
14 actual traffic counts in many of these areas, such as
15 Station 167 where in 2009 there was an actual count
16 of 7,535 cars, and we used that as the starting
17 point, and we used a count of 9,866. Now why did we
18 use 9,866 when we had the actual count? When we look
19 at those counts, in 2012 those counts had gone down
20 to 7,060, but still, we use 9,866. My concern is,
21 just briefly, is that we are potentially allowing
22 this road to be politicized. We went through a long
23 process of trying to make sure we got it right, and
24 we did what was in the best interest of the
25 community. And my concern is that as this project

1 winds down to a point as to what is actually going to
2 be done, that this project still reflect the values
3 of the community as compared to a back room political
4 process where a few people decide the actual
5 direction that this project is going to take. Thank
6 you.

7 MR. OZMENT: Thank you very much.

8 MR. NAGI: Tim Bledsoe.

9 MR. BLEDSOE: Yeah. My name is Tim
10 Bledsoe. I was just talking to Steve back...

11 MR. NAGI: Sir, what is your address?

12 MR. BLEDSOE: Archcrest Street, Kingsport.
13 I was just talking to Steve Godsey back here, and I
14 know Nathan, but Steve says he just did a new study
15 three weeks ago on the traffic. But the road needs
16 to be fixed. Everybody knows that. My problem is
17 I've got seven family members. You can't dig them
18 up. I'm sorry. I can't stand for it, and I won't
19 stand for. If it comes down to the tavern or the
20 graves, move the tavern. (Applause.) And anybody in
21 here that's got anybody buried there, do you want
22 your parents dug up? I don't. And I think that's
23 the main consensus with most of the people here. I
24 understand the property, the yards, the driveways.
25 They're graves. We bury our family members there.

1 You can't dig them up. Which I understand Plan A.
2 We're going to go to B probably, but as polite as I
3 can be, you can't dig up my daddy. Try to
4 understand. You know what I'm saying?

5 MR. OZMENT: I think we do. I think, you
6 know, we've heard that message clearly, Sir, and that
7 was the whole purpose of us coming up with a modified
8 version, to get out of all those impacts both ways.

9 MR. BLEDSOE: I understand that. I talked
10 to Tony Shipley. He talked to the Commissioner last
11 week and called me back. Don't touch the graves.
12 That's all I care about. I don't care if you build
13 an eight lane. Don't dig up my daddy.

14 MR. OZMENT: Yeah.

15 MR. BLEDSOE: Okay? Thank you all.

16 MR. OZMENT: We hear you. Thank you very
17 much.

18 MR. NAGI: Okay. Next to speak, Tom Gatti,
19 Judy Murray, Wendy Gordon and Tony Grills. Tom
20 Gatti, Judy Murray, Wendy Gordon, Tony Grills.

21 MR. GATTI: My name is Tom Gatti. I live
22 on Rock City Road. In looking through the handout,
23 I'm really pleased to see at first glance, at least,
24 the modified Alternative B. In just looking at it
25 here without having a lot of time to study it, it

1 seems like it could possibly work. For me, a four
2 lane cutting through Chestnut Ridge would just be
3 horrendous, and a four lane through the community of
4 Indian Springs would just devastate the community.
5 It's hard to imagine a road like 11-W going through,
6 which Alternative A is. Going through Chestnut Ridge
7 and looking like what we have on there, it would just
8 -- it would ruin the last unspoiled ridge in
9 Kingsport, and the entranceway through Indian Springs
10 is probably the prettiest coming into town at this
11 point in time, and I'd hate to see that ruined.

12 The proposed Alternative B, the modified,
13 it seems to take care of a lot of the safety issues.
14 There's no doubt that there's some visual problems
15 and some road connects issues that could certainly
16 make that road a lot safer. I'm not in favor of
17 having a dead straight road. It just tempt's people
18 to drive all the faster, making it all the more
19 dangerous. It just sort of reminds me of a time when
20 the Army Corps of Engineers thought that
21 straightening rivers would solve flood problems, and
22 it just made them worse. So in my written comments,
23 after studying the proposed Alternative B, the
24 Modified, I'll probably have a little bit more to
25 say, but the four lane just doesn't seem necessary,

1 and it would devastate the ridge. And one question I
2 do have concerning sidewalks, does the grade of the
3 sidewalks have to be ADA compliant in a project like
4 this?

5 MR. OZMENT: Yes.

6 MR. GATTI: Because when -- once you cross
7 the ridge and head down, I'm not exactly sure what
8 that grade is, and in that proposed alternative
9 modified you do list sidewalks, and a major portion
10 -- I can't remember if it goes past Cooks Valley, but
11 I question whether you're going to be able to meet
12 that ADA grade compliance with your sidewalk there.
13 While it would be nice to have it, I just don't know
14 if you're going to be able to do it, and if you're
15 not able to do it, that would even decrease your
16 footprint and your devastation even more, you know,
17 if you do end up going with the three lane. Thanks.

18 MR. OZMENT: Thank you very much. That was
19 exactly three minutes. Did you have a stopwatch when
20 you did that? That was great. Thank you. Next,
21 come ahead, please.

22 MS. MURRAY: Like Ms. Sims, I'm height
23 challenged as well. My name is Judy Murray, and I
24 live on Rock City Road, 804 Rock City Road in
25 Kingsport. And I was one of the members of the

1 Community Resource Team, which was started back in
2 2003, and it's also been referred to as the CSS Team.
3 And for the benefit of folks who might not know, CSS
4 means Contact Sensitive Solutions. It's a relatively
5 new approach to road building. Well, it's been
6 around for a few decades, but it is one that honors
7 the community as well as the motorists. It values
8 both, and it was originally called Thinking Beyond
9 the Pavement. And our team convened, the team of
10 Kingsport officials, elected officials,
11 professionals, Sullivan County, citizen
12 representatives. I think that we had an incredible
13 list of team members. We worked very hard for two
14 and a half years. We had training and team
15 development and CSS training, and we had 13 meetings.
16 There were three public meetings. I'm not going to
17 say it was easy. We worked very hard. We knocked
18 heads, but I believe, you know, we came up with a
19 consensus, and there were minority reports as well.
20 Maybe everybody had a little bit of heartburn, but it
21 felt good to wrap that concept up and turn it over to
22 you.

23 Now I've been representing citizens. I've
24 had many of them contact me, starting with the public
25 meetings, and I think it'll come to no surprise to

1 you, but there's a lot of resignation over there,
2 that I hear over and over, "They're going to do what
3 they want to anyway. What difference does it make
4 what I say?" Well, I'm a cheerleader, and I say, you
5 know, "This is America. You have a right to speak.
6 You have a responsibility to speak." And so I
7 continue to encourage my fellow citizens to do that.
8 And I do want to mention for those here that we did
9 identify values to the community such as the graves
10 in the cemetery and Yancey's Tavern and just the
11 history of the area. There are several old
12 residences on there. There are mom and pop
13 businesses, and we wanted a road that was going to be
14 safe and not destroy the community.

15 So I have not had the opportunity to look
16 in depth at your new modification for Alternative B,
17 but it looks to me very much like TDOT does listen,
18 especially on this process. I can't speak for other
19 roads, but I think that the spirit of CSS is being
20 honored here, and I look forward to continuing to
21 work. I don't think it's the end. The community on
22 a CSS project is to be involved from start to finish,
23 and so you'll probably be hearing more from me. But
24 I thank you, and I thank Commissioner Schroer.
25 Please convey my thanks to him.

1 MR. OZMENT: All right. Thank you very
2 much. I'm going to take just a minute to try to
3 address that question. We hear that a lot at public
4 hearings, that we're just going to do what we want
5 and that the public is -- you know, your voice is not
6 important and will just be ignored. And I've been
7 the Director or the Acting Director for the
8 Environmental Division for just six months, but from
9 what I've been told every day by my boss, Mr.
10 Omishakin, and his boss, Commissioner Schroer, is
11 that we will listen. I mean he has been here on
12 multiple occasions. He's talking. You know, one
13 things that folks forgot to say was 126 is on my
14 standing weekly meeting to talk to him about as well.
15 So it's also on my desk every week to say, "What's
16 going on here?" So we are listening, and maybe we
17 talk about the old TDOT, but today's TDOT I don't
18 believe is that way. I mean sometimes, as I said,
19 it's a balancing act, and we have to make hard
20 decisions, which, you know, they're inevitable to be
21 made, but hopefully that won't be because we didn't
22 listen and try to weigh those things out. So I just
23 wanted to try to insert that into the conversation.
24 Go ahead, Mark.

25 MR. NAGI: Wendy.

1 MS. GORDON: Yes. I'm Wendy Gordon, and
2 I'm at 326 Wine Circle in Blountville. I was
3 actually going to defer I was so incredibly pleased
4 with what you guys presented. I've been -- in this
5 process I've been attending -- I've attended every
6 single community meetings that you guys have had, and
7 I distinctly remember Gerald Nicely coming and
8 pointing his finger at the very first meeting and
9 saying, "TDOT will not overbuild this road." And I
10 would like to applaud the members of this panel and
11 everyone who's worked because it looks like you guys
12 have held his promise. But I started not to come up
13 here because I'm cautiously optimistic and a big
14 cheerleader for what you guys have done, but I would
15 like to enter into public record a comment for the
16 community. I'm really upset at what I've heard today
17 in this Hatfield and McCoy's mentality, that it's got
18 to be either the tavern or the graves. That's
19 egregious to me, and shame on you for that mentality.
20 No one here who is interested in historic
21 preservation is interested in disturbing where
22 someone's daddy lays. And I'd just like to enter
23 that into comment because I think it's incredibly
24 dangerous. As Nathan pointed out, this has become
25 political. It also becomes personal, and it

1 shouldn't be that way. I think that if we put our
2 heads together as a community and if we work together
3 -- look what TDOT's done. TDOT has spent millions of
4 dollars and tens of thousands of hours, if not more,
5 and you guys are working really hard. Thank you for
6 honoring the CSS process, and we hope that what you
7 guys -- we hope that what it looks like comes to
8 wonderful fruition. Thank you.

9 MR. OZMENT: Thank you very much.

10 MR. NAGI: Tony Grills.

11 MR. GRILLS: Yes. I'm Tony Grills. Our
12 property address, 3813 and 3817. I'm here
13 representing my 96-year old mother. And some of the
14 questions that my family has is basically what I'm
15 trying to address today, and I've tried to get these
16 questions answered from people on the floor. I
17 haven't found them yet, but I want to go on record
18 that these are questions that have been brought up.
19 We have read the Environmental Impact Statement. My
20 older brother is a retired colonel in the U. S. Air
21 Force and spent 38 years there, and he's very
22 specific sometimes. So I tried to limit what his
23 specifics were. But anyway, the questions that we
24 have is, as far as the time frame property owners
25 have to reinvest monies received without incurring

1 capital gains tax, is that the standard two years, or
2 is it possible that it could be extended?

3 MR. OZMENT: I'm going to have to defer
4 that one. Is there a quick answer to that, or is
5 that a long answer?

6 MR. GRILLS: I mean these don't have to be
7 answered directly today, but if someone up there does
8 have an answer, please...

9 MS. SNEED: Okay. I'm Sonya Sneed. I am
10 from Kingsport, Dobyys-Bennett alumni, and so I am
11 familiar with this community. I used to dance ballet
12 on this stage. So I am a Kingsport citizen. But as
13 far as capital gains, I'm in the Relocation Buyers
14 Acquisition Office. We will not give you an answer
15 regarding any legal or tax issue. We will tell you
16 to consult an attorney or a tax attorney or someone
17 more familiar with that.

18 MR. GRILLS: Okay.

19 MS. SNEED: Yes, Sir.

20 MR. GRILLS: Thank you, Sonya.

21 MS. SNEED: Thank you.

22 MR. GRILLS: My next question is because of
23 a controversy that came up from my brother, the
24 colonel. He researched some documentation, and
25 according to some of the documentation, our property

1 was zoned commercial in some of the files that he
2 found. Other websites listed one as commercial and
3 one as residential, and I'd kind of like to know what
4 was the determining factor on how they are
5 categorized as far as commercial and residential.
6 Does anybody have a...

7 MR. OZMENT: Back to Sonya.

8 MR. GRILLS: Thank you, Sonya.

9 MS. SNEED: I'm sorry. We do have an
10 appraiser here, Mr. Phil Addison. Phil, would you
11 stand, please? This is out of the Right-Of-Way
12 Office, and he is a review appraiser. If you have a
13 question regarding how the appraiser determines the
14 zoning before he makes his final appraisal, please
15 ask Phil because we do research that very detailed.

16 MR. GRILLS: Okay. Thank you. Like I say,
17 I've got a couple more here. I'll try not to run
18 over here. As far as a building that can possibly be
19 razed, if it contains asbestos, in that particular
20 process I know that there's some government
21 regulations as to how that building that it contains
22 the asbestos -- the monies that are paid out and the
23 relocation or the razing process, will those monies
24 actually have to incur the demolition of that -- or
25 in the disposal of that asbestos, or will that be

1 incurred by the State?

2 MR. OZMENT: That's incurred by the State.
3 We basically have to do surveys before any building
4 is demolished. It's State regulation. And once
5 asbestos is determined to be there, we have it
6 removed. That's after we've already acquired the
7 property.

8 MR. GRILLS: Okay. The next question, is
9 the statute of limitation that was in a paragraph in
10 the Environmental Impact Statement is 180 days from
11 the judicial review process, and it mentioned the
12 Federal Registry.

13 MR. OZMENT: Uh-huh.

14 MR. GRILLS: Okay? Now as far as I know,
15 the Federal Registry would be where the information
16 would be, is that correct, in the decision?

17 MR. OZMENT: Yes, Sir.

18 MR. GRILLS: And as far as the judicial
19 review process, at the end of the judicial review
20 process, you have 180 days to contest just the
21 general building of the project, or is this for
22 individuals also?

23 MR. OZMENT: I think that's to actually
24 file a lawsuit against the project.

25 MR. GRILLS: Okay. On an individual basis

1 or the project in whole?

2 MR. OZMENT: It would probably be the
3 project as a whole. Does that sound right?

4 MR. GRILLS: So that would be kind of a
5 class action lawsuit type of thing?

6 MR. OZMENT: Well, it could be an
7 individual, but it could be, you know, a group or a
8 class action. It could be an environmental group
9 that's opposed to the overall project. It could be
10 anybody.

11 MR. GRILLS: Okay.

12 MR. OZMENT: That 180 I think is down to
13 150 under the new Transportation Act maybe.

14 MR. GRILLS: Okay.

15 MR. OZMENT: They reduced that time that
16 people have to file, in essence, a major lawsuit
17 contesting the process that was undertaken for the
18 entire study.

19 MR. GRILLS: Okay. All right. One last
20 question as far as -- and, Sonya, this may be
21 something for you again. As far as the -- if a
22 property is condemned and a portion of it only is
23 condemned, will the entire percentage be taken, or
24 will it be something -- for example, if they take 90
25 percent of a property and leaves a small strip that's

1 really of no value to the individual, is that
2 considered when the...

3 MR. OZMENT: There are partial takes, and
4 then there are, you know, total basically buyouts but
5 they still leave the property, even though they've
6 damaged the whole property out. Those are some
7 specific right-of-way issues that that's outside of
8 my area of expertise, but I'm sure people at the
9 right-of-way table will be able to fill you in if I
10 was wrong on that.

11 MR. GRILLS: Okay.

12 MR. OZMENT: There can be partial takes.
13 We'll take ten feet off the front of people's
14 property sometimes, you know. So it could go from,
15 you know, 90 or...

16 MR. GRILLS: Well, I'm considering, you
17 know, like I say, a major portion of the property
18 being taken and just leaving something of no value
19 where it couldn't be used to build a...

20 MS. SNEED: Okay. It's called an
21 uneconomic remnant. We will make you two offers. We
22 will make you an offer to buy 100 percent of your
23 property, and if there is a portion that is left that
24 has no utility value, we make you a second offer to
25 buy either 100 percent or just the portion that the

1 first offer, like 5,000 square feet and leave 2,000.

2 You can either have either option.

3 MR. GRILLS: So you do have an option as
4 far as...

5 MS. SONYA: You do have an option. Yes,
6 Sir.

7 MR. GRILLS: ...percentage or a whole?

8 MS. SONYA: Yes, you do.

9 MR. GRILLS: And what was that called
10 again?

11 MS. SONYA: It's called an uneconomic
12 remnant.

13 MR. GRILLS: Okay. Thank you.

14 MS. SONYA: You will, in essence, be made
15 two offers, but we can go into more detail over
16 yonder.

17 MR. GRILLS: Okay. All right. Thank you
18 very much.

19 MR. OZMENT: Thank you, Sir.

20 MR. NAGI: Thank you, Sir. We have four
21 more speakers before we ask if any public officials
22 would like to say a few words. Our last four
23 speakers are Frank Castleberry, Rann Vaulx, Charlotte
24 Ellis and Kathleen Beine. Frank Castleberry, Rann
25 Vaulx, Charlotte Ellis and Kathleen Beine.

1 MR. CASTLEBERRY: My name is Frank
2 Castleberry. I live in Country Acres in Indian
3 Springs, and I have two major concerns. I feel that
4 the people of Indian Springs are being shortchanged
5 and in the future will be shortchanged by not four
6 laneing from the road at Cooks Valley Road to the
7 interstate. The reasons are our kids and our
8 grandkids go to school at Indian Springs and Sullivan
9 Central and on into Holston Middle School. This will
10 always continue to be that way, and with
11 shortchanging the design of road and not giving us
12 the opportunity to have future growth, it will stunt
13 Indian Springs. If you do a further study, it would
14 be my belief that from Cooks Valley Road to the
15 interstate there's more travel from Indian Springs
16 than it is to Kingsport. I think our future people
17 do more business going to Blountville and Bristol
18 than they do in Kingsport because of inaccessibility.
19 And the last thing, if truly Yancey is a historical
20 site, it would be much cheaper to move it back up on
21 the hill, make a parking lot. There's no
22 accessibility to it now. Thank you.

23 MR. OZMENT: Thank you very much.

24 MR. NAGI: Still looking for Rann Vaulx,
25 Charlotte Ellis or Kathleen Beine. I can just bring

1 the microphone down there if that's okay.

2 MR. VAULX: Thank you. I do eventually get
3 there. I'm just a bit slow. I am Rann Vaulx, and I
4 live at 405 Wine Circle, and I may be better known as
5 the owner of Yancey's Tavern, which has figured
6 rather prominently in this, and I do thank
7 Commissioner Schroer and all of his staff for the
8 effort that they have made to protect the community
9 and the historical sources that we have, especially
10 the new design of Chestnut Ridge and the area between
11 the cemetery and the tavern.

12 I am as opposed as Mr. Bledsoe to moving
13 graves, but apparently we've passed that point with
14 the new design. I do want to say this about a
15 national registered property. It may surprise you to
16 learn that you can buy and demolish a national
17 registered site. They do not have the protection
18 that the public thinks they do. You just can't do it
19 if you're dealing with federal money. In fact,
20 you're not really supposed to adversely impact a
21 national registered site. And this case is admitted
22 in the draft of the Environmental Impact Statement
23 that there is a visual adverse impact to Yancey's
24 Tavern because of the increased amount of paving. I
25 now notice that the historic site is going to be on a

1 retaining wall overlooking a multi-lane highway.
2 That is surely an adverse visual impact.

3 MR. OZMENT: Thank you very much for your
4 comment. Oh, not finished. All right. I'm sorry.

5 MR. VAULX: What is involved that TDOT will
6 face and I'm now quoting a sentence from the Advisory
7 Council of Historic Preservation, which is in
8 Washington. This letter was received February 18th,
9 2011, and here's what they say about what will be
10 done. "The filing of the memorandum of agreement and
11 supporting documentation with the Advisory Council on
12 Historic Preservation is required in order to
13 complete the requirements of Section 106 of the
14 National Historic Preservation Act." That is the
15 agreement that TDOT will need to adversely impact the
16 tavern. And I would like to suggest that if the
17 effort is to minimize the impact, that can be done by
18 leaving the road as a two lane as it is now, adding
19 the shoulder and the rumble strip that it desperately
20 needs and turn lane to Cooks Valley Road. It'll have
21 a turn lane in the three lane from the east. But I
22 am most anxious that the road be made safe. The
23 next-to-last fatality was Donna Feathers Mendenhall,
24 a good friend of mine as is her Feathers family. So
25 I know very well the heartbreak and ache of a lost

1 life on that road. In fact, my mother and I spent
2 Thanksgiving dinner with the Feathers family 20 years
3 ago this year, which was the first year of my
4 mother's widowhood. So I was heartbroken when that
5 fatality occurred. It was a head-on collision, the
6 first we've had since the center line rumble strip
7 was installed. And, again, it was the last -- the
8 shoulder with rumble strips to warn the driver that
9 they had dropped off the side of the road, and then,
10 of course, they jerked and over corrected and caused
11 the fatality. So I am most anxious that the road be
12 made safe. And, again, I am very grateful to
13 Commissioner Schroer and all of his staff for the
14 efforts you have made. Many thanks.

15 MR. OZMENT: Thank you very much.

16 MS. ELLIS: My name is Charlotte Ellis. I
17 live on Big Hollow Road in Blountville. For eleven
18 years I lived right on 126, and we use that corridor
19 today. I would like to be one more voice saying I
20 would like to see the community and its assets
21 protected as well as having the road made a safer
22 road, the community being the rural community that
23 Indian Springs is today and has been for so long, a
24 beautiful community. I would like to see Chestnut
25 Ridge protected, a lovely gateway to our city, the

1 historic sites, including the cemetery. And I would
2 like to thank TDOT. I, too, am really impressed with
3 what I've heard today from you, and I will be eagerly
4 waiting to see that you are listening as it seems
5 that you are. Thanks to the Commissioner and to TDOT
6 folks for that.

7 I would like also to applaud Wendy Gordon
8 for her very eloquent remarks. She has certainly
9 gotten past the pavement with those ideas and into
10 the heart of the community. And I hope that in
11 giving lip service to making this corridor a safer
12 corridor we do not in actuality make it a more
13 dangerous road. Thank you very much.

14 MR. OZMENT: Thank you.

15 MS. BEINE: Good afternoon. I'm Kathleen
16 Beine. I am a family physician and a community
17 researcher, particularly regarding community design
18 issues, physical design issues. I've been very much
19 involved with several major community research
20 projects regarding community designs over the past 20
21 years actually because it's my firm belief that the
22 physical design of the community impacts the
23 physical, mental, emotional, spiritual and the
24 economic well-being of the people that live within
25 those communities. Our roads have a major impact on

1 our community as you folks very well know, and over
2 designing or under designing obviously has a very
3 major impact, too. And one of the things as I was
4 looking back on some of the records - this has been a
5 ten-year process so far, and we ain't done yet. I do
6 appreciate very much TDOT's patience with all of
7 this. This has been I know a fractious process, and
8 people have got very strong opinions on both sides of
9 the court. I am very much concerned regarding safety
10 issues, also regarding beauty and historic
11 preservation. There should be some sort of
12 compromise, which I think that you folks are working
13 very hard to accomplish, that will accommodate these
14 things. I, like others that have spoken before, am
15 concerned about the widening, the four lane widening
16 through Chestnut Ridge. I do think -- I do know, not
17 just think, I do know that the road needs to be
18 improved there, and exactly how that's going to be
19 done I'm not sure. But regarding the issue of the
20 five-lane sections, I have been very concerned about
21 miles and miles and miles of five-lane roads because
22 as I have become aware, that frequently is called
23 suicide lanes and oftentimes becomes head-on
24 collisions in those sections. And so if you are
25 going to be putting in those portions, I'd appreciate

1 you putting in some sort of striping or something of
2 that nature to make more like turn lanes in there. I
3 am concerned about trying to preserve the historic
4 sites and the cemetery. The other comment that I do
5 want to make is that there had been a comment or a
6 question earlier about sidewalks, and a lot of the
7 people here in our community know that the whole
8 effort for me has been sidewalks. In fact, I'm
9 called Dr. Sidewalk by a few people because of my
10 research and my efforts in this. And at least a few
11 years ago when I talked to folks in Washington, D. C.
12 regarding about ADA requirements and slopes, the
13 comment that they made to me then, and, of course, it
14 may have changed because it's been a few years, is
15 that if it really is a steep slope, that people that
16 are disabled know that they shouldn't be on those
17 steep slopes and that they don't always have to meet
18 the ADA requirements. Now, again, I could be -- that
19 could have changed since I spoke to them because it
20 was several years ago, but they referenced me to some
21 folks in San Francisco, and San Francisco has
22 sidewalks on every one of their roads because I
23 talked to their engineer there and including, as you
24 folks know, steps in a number of their sidewalks.
25 And the man in San Francisco made the comment to me,

1 he said, "If somebody is in a wheelchair, they know
2 which sidewalks they can go down and which ones they
3 can't." So as much as I want sidewalks and bike
4 ways, I also want the roads not to be big gashes
5 through our landscape and to be able to maintain the
6 beauty and the quality of our community. And I do
7 appreciate everything that you folks are doing on our
8 behalf because I know this is many, many hours or
9 work. Thank you so much.

10 MR. OZMENT: Thank you very much.

11 MR. NAGI: Okay. With that, that's the
12 public question and answer. We'll ask. Are there
13 any elected officials present with us today that
14 would like to say a few words? Okay. Well then, the
15 remaining time that we have for the public meeting
16 can be spent one on one with different TDOT officials
17 as well.

18 MR. OZMENT: I have one comment I'd like to
19 make.

20 MR. NAGI: Yeah. Go ahead, Jim.

21 MR. OZMENT: Well, first, I really
22 appreciate all that you all have done and you've
23 shared with us today. This is very informative to
24 us, and as I said, it's very informative to the
25 process and the decision makers that are coming. A

1 lot of what, you know, I've heard today is, and I
2 think that you all have heard, is different people's
3 visions of where, as I talked about balance earlier,
4 you're having to try to balance, you know, an impact
5 versus a gain somewhere else. So actually, the law
6 requires that we avoid, minimize and mitigate impacts
7 as part of our studying and design work. It's not
8 something that's just a good idea. It's sort of the
9 whole foundation of the National Environmental Policy
10 Act is to avoid, minimize and mitigate and to build
11 roads that are in harmony and help support the
12 communities that they're in, that they don't
13 segregate them, that they don't cause problems that
14 aren't already -- you know, that are worse than maybe
15 what they're fixing. So I really, again, appreciate
16 your time. Thank you very much. Mark, how are we
17 going to end today, and what's our time here?

18 MR. NAGI: Sure. Well, we're here until at
19 least 1:30. We've got plenty of time. TDOT
20 officials are set up throughout the room. You can
21 meet with them, ask them any questions you may have.
22 Also, we still have a court reporter in the back
23 corner, and she can take your comments if you would
24 like on an individual basis. And if you have any
25 other questions, just let us know. Thank you very

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much for joining us today. We really appreciate it.

MR. OZMENT: Thank you.

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COMMENTS TO COURT REPORTER

COURT REPORTER: May I have your name and address, please?

MR. BOWERY: Mark Bowery, 3713 Memorial Boulevard. Okay. My short comment is, is that the design team had -- taking the four lane to three lane to two lane and the four lane would go all the way to Cooks Valley Road, and I think that's the least of the options, and I'd like to see that followed through with. I think there is design options out there to not impact Yancey's Tavern and the cemetery. I'd like to see that explored more. And doing a great job, and we appreciate TDOT. Thank you.

COURT REPORTER: Thank you.

* * * * *

COURT REPORTER: May I have your name and address, please?

MS. HOUSER: Yes. My name is Dorothy Houser. My name previously was Dorothy Fulkerson.

COURT REPORTER: How do you spell that?

MS. HOUSER: F-u-l-k-e-r-s-o-n.

COURT REPORTER: Thank you. And your address?

MS. HOUSER: 3991 Memorial Boulevard.

COURT REPORTER: And what would you like to

1 say?

2 MS. HOUSER: I am concerned about taking my
3 property for the road up through there. That is my
4 home place. I have lived there for 87 years, and the
5 property previously belonged to my father, John W.
6 Fulkerson. And twice before we have furnished
7 property for the Memorial Boulevard, and I do not
8 want to have to move at this late a date in my life,
9 and I would appreciate very much anything that you
10 could do about this to keep that from happening.

11 COURT REPORTER: Thank you.

12 MS. HOUSER: Thank you very much.

13 * * * * *

14 COURT REPORTER: Okay. Go ahead and say
15 your name and address.

16 MR. DeBAKER: My name is Eugene DeBaker. I
17 live at 145 Euclair Street, Kingsport, Tennessee. My
18 access to State Route 126 is along Holiday Hills Road
19 out of our subdivision. This road is now going --
20 shows as being closed off and an extension put on
21 Parker Street for everybody to come out on LeMay
22 intersection with State Route 126. According to my
23 information, I have been told that this intersection
24 has the most number of crashes and fatalities along
25 this entire highway. My comment to this is that

1 there needs to be another alternative or stop lights
2 or some way because you're closing off probably 500
3 houses from access in and out of Holiday Hills Road
4 going to State Route 126.

5 * * * * *

6 MS. TRIBBLE: My name is Betty Tribble. I
7 live at 5116 Memorial Boulevard, Kingsport, Tennessee
8 37664. I would like to say take my house to save a
9 life. Thank you.

10 * * * * *

11 MR. TRIBBLE: My name is Mark Tribble. I
12 live at 461 Eastly Court, Number 6, Kingsport,
13 Tennessee. I'm speaking on behalf of my mother,
14 Betty, who lives at 5116 Memorial Boulevard,
15 Kingsport, Tennessee 37664. I'm speaking on behalf
16 of what was my childhood home. My mom is now a widow
17 and lives in this home by herself. This road project
18 will greatly impact her any way you look at it,
19 whether you go with the Option A, B or Modified B.
20 With the increased lanes, the traffic in front of her
21 house will be greatly increased because she lives
22 directly across the street from what is now Greenwood
23 Market. In addition to the project, causing rain
24 runoff and things of that nature, I'm concerned about
25 an increase of flood possibilities as water already

1 gathers on her property. And so regardless of
2 whatever option you decide to go with, I would like
3 you to greatly consider taking my mother's house for
4 her safety. I'm greatly concerned for my mother's
5 safety with this project in any of the avenues that
6 you are looking at. Her house sits at the base of a
7 hill, and when you pull out of her driveway onto
8 Memorial Boulevard, it's a blind spot, and regardless
9 of whether you go with Option A, B or Modified B,
10 that will not change. And so, again, my request is,
11 even if you go with any of these plans, consider
12 taking the house at 5116 Memorial Boulevard for my
13 mother's safety. Thank you.

14 * * * * *

15 COURT REPORTER: Okay. State your name and
16 address again, please.

17 MR. LACEY: Chris Lacey, 4601 Memorial
18 Boulevard for Lacey Insurance Service. The problem I
19 have is TDOT has done work on the road to improve it
20 and make it safer, and that is wonderful, but they've
21 not addressed the sight problems of pulling in and
22 out from the area where my office is and Briarwood
23 and Tanglewood. I've had two of my customers -- I
24 didn't watch them get killed there, but I watched the
25 wrecks that killed them over the past 30 years, and

1 it's something that common sense could fix, but when
2 politics gets involved, common sense is very uncommon
3 in common man. TDOT has done a couple of things,
4 though. They've capped the pavement on Memorial
5 Boulevard. When they repaved it several years ago,
6 they paved about ten or twelve feet onto my parking
7 lot and left a drop off. They didn't smooth the
8 edge. They just left a drop off. Then they came
9 through maybe six months ago or so, and they put a
10 very thin, like maybe a half-inch cap on top of
11 Memorial Boulevard, maybe an inch. I'm not sure.
12 But they've left another drop off. So now for my
13 customers to get in and out of my office, not only is
14 it extremely dangerous, they've got two little drop
15 offs to drive down, going down and going up. TDOT
16 sent an engineer out there and looked at it and said,
17 "Yeah, it's a problem, but you're a small company.
18 So we're not going to do anything about it." At
19 least that's what I heard them say. And I think it
20 would go a long way, if nothing else showing goodwill
21 to the community, if they would do the right thing on
22 that one piece of property. They're the ones that's
23 messed up the entrance. Let them come and fix it,
24 and I don't think that's unfair to ask. And it would
25 be very easy on the sight distance. There's a couple

1 little knolls there that could be knocked down.
2 That's not expensive. I could probably do that with
3 my own tractor, but I don't own those properties, but
4 they could knock them down. It's not expensive, and
5 it would save lives because people could see around
6 those curves. That's all I have to comment on.

7 COURT REPORTER: Thank you.

8 MR. LACEY: Thank you for your time.

9 * * * * *

10 MS. NODAL: My name is Susan Lodal.
11 Address is 3501 Memorial Boulevard, Kingsport, 37664.
12 Our concern has been from the beginning and we have
13 expressed this at other events like this, that at the
14 base of our driveway, the plan is to have a median
15 that will not be able to be crossed in front of our
16 driveway. The majority of the time that we pull out
17 of our driveway, we need to turn left to go into
18 town, and therefore, we will be forced to go to the
19 right, either do a U-turn at an unsafe intersection
20 at Orebank Road, which is a very busy intersection.
21 So I would hesitate to do that. Or go much further
22 out of our way or go one block past the intersection
23 of Orebank and turn into a back, a neighborhood that
24 is not really equipped for large numbers of cars so
25 that I could go back to Orebank Road and then take a

1 right onto Memorial. So we have expressed a concern
2 about this from the beginning. We do not have access
3 to the back of our property. Our property does go to
4 the end of Ridgeview Street, which is up above
5 Memorial, but we do not have access back there to
6 that back -- it's a dead-end street on a circle. So
7 it would be -- and our 600 foot driveway and our
8 garage are on the side away from Ridgeview, and
9 putting a driveway across our back yard is not
10 something we care to do either or having to rebuild
11 the garage. So that has been a concern, and I just
12 wanted to make sure and get that on record again. We
13 know we would lose part of our front yard. We have
14 almost three acres. So that is not as much a concern
15 for us, although we do have two historic stone
16 pillars. Our house was built in 1930. So we had
17 asked early on for those to be relocated up into the
18 yard if we were to lose the front section. So -- or
19 a part of the front section. So anyway, that is my
20 main concern is that we have access to be able to
21 turn left out of our driveway. So that if there's a
22 way that the median could have a cut across it. We
23 -- also at the base of our driveway is located Farm
24 Bureau Insurance Company, and they may have a similar
25 concern, and if there was a cut-through in the median

1 that we could share, that might solve their concerns
2 as well since it will limit access to their property
3 or their business as well. So thank you.

4 * * * * *

5 MR. CHEEK: Hi. My name is Dan Cheek. I
6 live at 5308 Foxfire Place. I was an original member
7 of the CSS team that helped develop the original
8 concept for the new road. I was very much involved
9 in the entire process. I attended all thirteen
10 meetings and most of the training sessions we had
11 before. When I entered into this process, I was
12 adamant for a four-lane highway. However, as I
13 became educated, I realized that that was not the way
14 to go, and I completely changed to a less invasive,
15 less environmental impact on our community. I think
16 a four lane would completely destroy Indian Springs.
17 It would just be a very bad way to go. So to make a
18 long statement short, I'm very pleased to see that
19 you've come up with this modified plan, the B
20 Modified plan. It's very much consistent with what
21 our team came up with in the end, and I'm glad to see
22 that you've received input from the public, the
23 people that live along this highway. I'm very
24 confident that you will proceed with a less invasive
25 road and one that will provide safety for the

1 citizens. Thank you very much.

2 * * * * *

3 MR. GEORGE: My name is Scott George. I
4 live at 4005 Foxfire Lane, and my comment is that I
5 really hope that this improvement goes through. A
6 four-lane improvement really is needed. We need to
7 fix it now, fix it correctly, and the biggest thing
8 here really is safety because right now the road we
9 have is very, very outdated, and there is no margin
10 for error. It's not the road that causes these
11 accidents or fatalities because it's the same for
12 everybody, but what it is that none of us are
13 perfect, and everybody makes mistakes. And with this
14 road, there's no shoulders. There's just no room to
15 recover, and it's so sorely needed, and now is the
16 time. If we're going to fix it, let's take the
17 option that gives us the correct fix. Do it once,
18 and do it correctly. I respectfully ask that you
19 consider this and do the four-lane option. Thank
20 you.

21 * * * * *

22 MR. HARLESS: I'm Dewey E. Harless. I've
23 got the property at 5027 Memorial Boulevard. And all
24 I can see here is they're just going to be doing part
25 of this road work. I see fit that since we're going

1 to be doing this work, we need to quit making these
2 two-lane roads and bottlenecks because that's going
3 to be right where my property is, and if we're going
4 to make a road, why not make it right to start with.
5 Okay. A four lane? We don't need sidewalks. Curbs
6 and water drainages is sufficient for us. But I know
7 the way it is, the bottleneck is going to be right
8 where I'm at, and I have a time getting into the road
9 now on account of that. I want to treat everybody
10 right, but when I was growing up, my daddy always
11 told me, "If you do a job, it is to do right." Well,
12 when you take a drop back down to a two lane, that
13 has been a death trap of our 126 anyway, and I would
14 like to see a four lane. If we're going to spend the
15 money, might as well spend it now because just in a
16 few years you're going to have to go right back over
17 that and put the four lane the way I see it because
18 it just don't -- in other words, I'm no contractor or
19 anything, but it don't make sense to me to put a
20 four lane through and two bottlenecks of dropping it
21 back down, and that is where accidents do occur. And
22 I sure appreciate the road construction going on, and
23 I know it'll take time, but this has been needing for
24 a long time, over ten years. And I do think that if
25 you do the job, we don't care -- or I don't about

1 sidewalks because nobody uses sidewalks out that far
2 out of town anyway. But it's a little community, but
3 still yet, curbs and waterways -- to curb the
4 waterways to the ditches or wherever the lines goes
5 would be the only thing that we would need. So
6 that's going to save a lot, and even if I have to
7 give some of my property for that, I'll be glad to do
8 that because I'd rather have safety for
9 transportation because I'm on that road pretty much.
10 I worked at Mason & Dixon, and I traveled that road
11 from there right at ten year, and I do know that we
12 needed it back then, and that was back about the
13 middle '50s to the early '70s. So I sure appreciate
14 the Highway Department or the State of Tennessee
15 getting this road done because we sure do need it as
16 soon as possible, and I would sure be proud to see
17 the four lane go. Since we're starting it, we should
18 fulfill it. The historic site, they don't have to do
19 much to that to get that to go back to a four lane
20 there and take it on through and leave the cemetery
21 alone if they don't want to move grave sites. But
22 grave sites can be moved, too, but everybody's again
23 it. That's fine with me. But the historic, that
24 don't amount to much to people's life. So that's
25 where the bottlenecks is going to be started. And I

1 sure appreciate this lady letting me speak to this,
2 and I sure hope that they will make a four lane,
3 since they started it, make a four lane, and that
4 will take care of that road for years. And I thank
5 you very much.

6 THIS COMPLETES THE PUBLIC HEARING AND COMMENTS.

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CERTIFICATE

This TDOT Public Hearing was recorded on
December 11, 2012 by Cathy Heinze and Debbie Ramey of
Barringer Court Reporting, Gray, Tennessee.

I, C. D. Neal, Notary Public and Licensed
Court Reporter, Barringer Court Reporting, hereby
certify that the foregoing is a true and complete
transcript of said hearing re: SR 126, Sullivan
County, Tennessee, held at the Kingsport Civic
Center, Kingsport, Tennessee.

WITNESS my hand and official seal at Gray,
Tennessee, this the 18th day of December 2012.

NOTARY PUBLIC

My Commission Expires: October 24, 2016.

Barringer Court Reporting
P.O. Box 8035, Gray, TN - 423-477-7844

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Public Hearing
SR-126 (Memorial Boulevard)
From East Center Street to Interstate 81
In Sullivan County
TDOT PIN 105467.00

December 11, 2012
Sullivan Central High School
131 Shipley Ferry Road
Blountville, TN

1 MR. NAGI: Well, good evening everyone.
2 Thank you very much for coming out tonight to see us.
3 My name is Mark Nagi. I'm the Community Relations
4 Officer for Region I for Tennessee's Department of
5 Transportation. We're here tonight at Sullivan
6 Central High School to gather public input on the
7 proposed State Route 126/Memorial Boulevard project
8 in Sullivan County. This project would go along
9 existing alignment from East Center Street within the
10 City of Kingsport city limits east to I-81.

11 Joining us tonight from the Tennessee
12 Department of Transportation are: TDOT's Chief of
13 Environment and Planning, Toks Omishakin, TDOT
14 Assistant Chief of Environment and Planning, Ralph
15 Comer, TDOT Director of Project Planning, Steve
16 Allen. From TDOT's Environmental Division are: Jim
17 Ozment, JonnaLeigh Stack, Tammy Sellers and Martha
18 Carver. From TDOT Construction Randy Busler and
19 Jason Farmer. TDOT Project Managers Gary King and
20 John Barrett. From TDOT's Design Division are Jeff
21 Turner and Randy Plummer. From TDOT's Right-Of-Way
22 Division are Debbie Morgan, Bill Rives, Amber Warren,
23 Phil Addison and Steve Head. From TDOT Consultant,
24 Florence and Hutcheson, are Stan King and Ray
25 Brisson.

1 Once again, this is a TDOT public hearing,
2 which means you have a few ways to get your comments
3 on the record. Following our presentation, which
4 will begin shortly, we'll have a session in which you
5 can make comments or ask questions. There's a
6 microphone at the front of the room for you to do
7 just that. There was a sign-up sheet as you walked
8 in tonight. In order to speak at the microphone, you
9 need to make sure you've signed up on that specific
10 Public Speaking sheet. If you have not signed up on
11 that sheet and you would still like to comment, you
12 can go back to the front and do that or you can go
13 here to the back corner where we also have that same
14 sign-up sheet. So once again, you need to make sure
15 you're signed up specifically on the Public Speaking
16 sheet in order to make comments. We'll be announcing
17 those names in groups of four. That way we don't
18 have a bunch of people all standing in the aisle at
19 the same time. We ask that you limit your comments
20 to less than three minutes apiece. That way we can
21 make sure that everyone gets a chance to speak
22 tonight. Again, that session will take place after
23 the presentation.

24 We have two court reporters present tonight
25 that will be recording all public comments made at

1 this hearing. We have a court reporter present in
2 the corner back over there. She's available during
3 all the festivities taking place tonight. That way
4 you can also leave your comments with her privately
5 if you so choose at any time tonight.

6 Also, we have comment cards and pens up
7 front as you walked in. You can write down your
8 comments and hand those back to us tonight, or you
9 can take the cards home and send them back to us.
10 They have to be postmarked by January the 31st in
11 order for those comments to be part of the record.

12 With all that being said, I'll now turn
13 things over to TDOT's Chief of Environment and
14 Planning, Toks Omishakin, who has a few words before
15 we get started. Toks.

16 MR. OMISHAKIN: Thank you, Mark. Good
17 evening. Two quick things that I just wanted to
18 share with you. Again, my name is Toks Omishakin.
19 I'm Assistant Commissioner of Environment and
20 Planning at TDOT. One, I wanted to thank you all for
21 your time, for coming out tonight. We know you have
22 very busy schedules. A lot of you probably went to
23 work today, but you're here tonight. I want to thank
24 you for your time as we look to move this project
25 forward and this process. We've been working on

1 this, a lot of you know, for almost ten years now,
2 and we want to move beyond this point, beyond the
3 point that we are right now. So thank you for your
4 time.

5 The second thing that I wanted to share was
6 we know this project is important to you. We know
7 that. We know about the numbers, the safety and the
8 traffic numbers. We know more than 16,000 people are
9 on this road on a daily basis in some locations.
10 Sorry about that, Mark. So we know this road is
11 important to you. We know the safety numbers. We
12 know they're higher than the state average in some
13 places, but we also want you to know, I personally
14 want you to know that this project is important to
15 TDOT. I spend, the Commissioner of TDOT spends just
16 as much time on this project as any other project in
17 the state, in the entire State of Tennessee. He is
18 constantly asking me, asking Jim Ozment, who will be
19 speaking next, our environment director, constantly
20 asking where we are on this project. It's a critical
21 project, and we want to get it right.

22 You know, earlier today I heard somebody
23 make a brief comment about whether or not TDOT is the
24 same, ole TDOT. And, again, I can tell you for sure
25 in my role as the Assistant Commissioner that that's

1 definitely not the case. Whatever perceptions that
2 you may have had about TDOT not listening, that's the
3 old TDOT. I can promise you that the reason why
4 we're here is to listen, to listen and take what you
5 share with us tonight, take it back and use it to
6 continue to move this process and this project
7 forward. Any old perceptions about TDOT just coming
8 in and doing what they want to do, I can promise you
9 that's no longer the case. We want to listen to our
10 communities. We want to engage our communities in
11 this process and help get the solutions that are
12 right for the community done. So I can assure you
13 that's where we are as a department, and you'll see
14 when Jim presents a little later, next, you'll see
15 that we've actually gone back and we've looked at
16 some new numbers, some new input that we've received
17 from you all and taken it and used it to address some
18 of the designs that we have on this project.

19 So, again, I want to thank you for taking
20 the time out. This project is -- I know it's -- we
21 know it's important to your community. We've seen
22 everything that's happened over the last several
23 years, but I also want you to know that it's
24 important to us. We want to make the right decision.
25 We want to get this right. So thank you all for your

1 time and look forward to hearing both your verbal
2 comments later and your written comments. Thank you
3 all.

4 MR. NAGI: Thank you, Toks. We'll now turn
5 things over to Jim Ozment for today's presentation.
6 Jim.

7 MR. OZMENT: Thank you, Mark. Again, I'm
8 Jim Ozment. I'm the Director of the Environmental
9 Division for TDOT in Nashville. As Mr. Omishakin
10 said, we are very pleased with our turnout tonight.
11 Thank you all for your time, for coming out on a dark
12 night here. It's obvious that it's important to you,
13 this project. It's important to us. If you all
14 don't know - you probably are aware - that there was
15 a meeting held around lunch time today downtown in
16 Kingsport. We had a lot of people. There was
17 probably more than there are here tonight actually.
18 There was over 200 there. And there was a lot of
19 good feedback, and we heard from the community some
20 of the issues once we showed what concepts that we
21 have come up with. So we hope to continue that
22 tonight. So what I'm going to do is - let's see if I
23 can get my slide show moving here - talk a little bit
24 about the reason that we're here tonight.

25 Well, first, there's a law called the

1 National Environmental Policy Act that sort of
2 governs the way that we do studies of roads, and one
3 of those requirements is that we have public hearings
4 at certain points to get public input. But it's not
5 just because there's a law that say that. I mean
6 this is clearly the right thing to do. TDOT is at a
7 point where input from the public, input from your
8 elected officials is very important to us in making
9 decisions, and as Toks said, that probably wasn't so
10 true in times past. You know, a lot of times people
11 think that when we show up, that we've already got
12 the road done and the bulldozers are in the parking
13 lot, and that's not the case here tonight. I'll talk
14 a little bit about the road building process. We're
15 going to try to answer your questions, give you time
16 to tell us what your feelings are. I'm going to talk
17 a little about the project history, tell you about
18 what the road designs that are being proposed look
19 like. I'm also going to talk about the impacts.

20 You know, whenever you do anything, there's
21 typically an impact, either it's positive or
22 negative, and the same goes with building a road.
23 Very rarely do you do some project unless it's
24 changing light bulbs in the street signs that are
25 going to not cause some kind of a problem or possibly

1 benefits. So we're going to talk a little about
2 that. And also some of the efforts that we've done
3 to reduce some of those impacts of late, in the last
4 few months since this document was originally
5 released in January of this year.

6 Now I apologize for my slide. I realize
7 that you all probably know exactly where we're
8 talking. This project goes from East Center Street
9 in Kingsport to I-81 just outside here, and my blue
10 line didn't show at all, and the lights didn't help
11 that at all. But let me tell you a little about the
12 history of the project.

13 In 2003 the local Metropolitan Planning
14 Organization - we call it MPO - and the mayor's
15 office, both contacted TDOT and asked for us to do
16 something about the road. Can we do something to
17 improve the safety of the road, and the answer was,
18 "Yes, we can." And at that time we had a process
19 that was just beginning called Contact Sensitive
20 Solutions. It was CSS, and what that basically means
21 is that TDOT will go out and create - or from members
22 of the public, business community, private citizens,
23 several different types of people being represented -
24 a team to look at what the problems are with a
25 particular facility and see what they could do to

1 suggest solutions to us, because there's a lot of
2 times that we could look at something from a map or
3 from a photo, but you drive that road all the time.
4 I can't tell you how many times somebody will go,
5 "Well, if you'd only move the road this way just a
6 hair," and the engineer will go, "Well, that makes
7 perfect sense," because you've driven it your whole
8 life or the last ten years, and you know those types
9 of things. So in the beginning when we were scoping
10 the project, it's very helpful to have that. And we
11 put together a team. I believe it was 15 people on a
12 Community Resource Team, that met over 13 times over
13 two years and got feedback from all of them, and then
14 we went to the actual public and said, "What do you
15 all think about the ideas they're coming up with and
16 what their problems are?" to see if there was a
17 general agreement. And there pretty much was. So at
18 the end of the day, basically what happened was that
19 there were two built alternatives that were proposed
20 by that team for us to study. And as with -- nope.
21 Two slides back. As with any project, when it comes
22 down to what are you going to study, we have to
23 basically set a baseline. So in this particular
24 instance, we came up with a certain set of needs
25 first. And those things were things that you are

1 very familiar with. There are no shoulders on this
2 road. The roadway goes up and down, and there's a
3 lot of curves, a lot of bad angles where the roads
4 come in, driveways come in at skewed angles. You
5 know, that was considered to be the major problems
6 with the road, and this sort of just illustrates, you
7 know, no shoulders, bad connections, difficulty for
8 mail delivery. And all of those kinds of problems
9 generate general safety issues, but they also
10 generate issues for mail delivery, school buses,
11 emergency vehicle response, what happens when the bus
12 breaks down and a flat tire on the road and there's
13 no shoulder. All of those things are at play.

14 So there were two alternatives that were
15 presented. First of all, I'll say the overall
16 purpose of the project was at that point determined
17 to be, we need a safe and efficient route between
18 Kingsport and 81. So that was the overall purpose.
19 After they defined the need, they came up with this
20 statement. So then the project moved on into the
21 environmental stage, which is where we are now. And
22 that basically is the bottom line for that. But how
23 we go about building roads is a little bit what this
24 slide is here to tell you.

25 There's a planning process. There's an

1 environmental process. It goes step by step. Then
2 it goes to design. Once there's a design that the
3 people can look at and they know where the
4 right-of-way lines would be, right-of-way is
5 purchased, and then construction can begin. When the
6 CSS teams met, that was the planning stage when they
7 were coming up with those alternatives. Now we're in
8 the environmental stage.

9 So let's talk about those alternatives for
10 just a minute in case you all aren't real familiar.
11 I think a lot of it is in your handout. A lot more
12 detail is in your handout than what I can try to
13 explain because there's a lot of things that change
14 over short distances, like sidewalks and curb and
15 gutter, and it moves back and forth. It's all in
16 your handouts. But I'm going to in general talk to
17 you about what went on. The character of the road
18 was believed to best be served if it met the basic
19 characteristics of the neighborhood. So if you start
20 on the western end of the road near Kingsport,
21 there's already a five-lane section down there. But
22 it was believed that a four-lane section with a
23 raised median -- and then it would move all the way
24 from Harbor Chapel to Cooks Valley Road, and then it
25 would change to a three-lane section. There would

1 still be the climbing lane, by the way, I think in
2 here. No, excuse me. That's a four-lane section.
3 So it's not. But then it would go on over to
4 Harrtown Road, and it would turn into a two-lane
5 section because that maintained the character of the
6 neighborhood is what the Community Resource Team's
7 thoughts were.

8 So what we do is we look at that, what is a
9 four lane, a three lane and a two lane do when it
10 comes to building it? Well, to build the road most
11 efficiently, a lot of times it means straightening
12 out curves, and also you have to have something
13 called constructibility. You can't tear up the road
14 and still drive on the road. So a lot of this comes
15 down to if you shift off the road so that you can
16 like build next to it and then still let traffic go,
17 that's one way to do this. But the more you shift
18 off the road, the more you're in somebody's yard or
19 field or, you know, whatever. So the impacts go up.
20 So when that happened, they looked at it and said,
21 "You know, there may be a way to minimize this if we
22 don't shift so far off the road and straighten quite
23 so much." So the team proposed what was called
24 Alternate B. You know, we cleverly named those A and
25 B. That's so state employees don't get confused.

1 But what happened is we moved the three-lane section
2 because of the problem with it being so narrow
3 between Yancey's Tavern here at Cooks Valley Road and
4 the East Lawn Cemetery. And so the section was
5 reduced through there. The road width was reduced to
6 reduce the impacts in through that particular area.
7 Also at the same time, it was decided that we
8 probably could widen the road more closely to the
9 road. Instead of having it just move all the lanes
10 out in the field and straighten it out, maybe we
11 could widen a little on the right and a little on the
12 left or very much closer. So that came up with a
13 whole, another set of impacts when we studied it that
14 were less than A. So anyway, then we go about doing
15 our studies on those particular alternatives, and
16 that's what happens in the environmental process. We
17 look to see how the operational efficiencies work in
18 that particular process. We also look at the natural
19 environment. We look at the social and cultural
20 environment, and then we go -- after we've done all
21 that, we write a study, and it's called an
22 Environmental Impact Statement. You've probably
23 heard that term at some point, and it's nothing more
24 than just the results of our studies to figure out
25 what has happened and what are the likely, you know,

1 benefits and negative impacts to that.

2 Then after we do that, we bring it to you,
3 the public. So that's what we did back in - let's
4 see - January of this year. We published that. Put
5 them at the library, put them on the website, and
6 that's when we published our draft Environmental
7 Impact Statement. In the meantime -- well, let me
8 tell you a little bit more about what goes into this.
9 The human environment side of things are more like
10 social and economic impacts, noise impacts, visual
11 impacts, things that bother people or benefit people,
12 either one, or it could be economic input. On the
13 natural environment side, that's things more like
14 streams and wetlands or there are endangered species
15 that have to be avoided, this type of thing, and more
16 -- like caves, sinkholes, are there any hazardous
17 material sites you need to get around, landfills. So
18 that's kind of the natural environment side of
19 things. We study all those things. A lot of times
20 -- well, most all the time it's a requirement of some
21 law that we do this, whether it be the NEPA law or
22 some other law, Historic Preservation law or
23 Hazardous Material Cleanup laws that say we have to
24 do these things. So we're out doing all of those
25 studies in accordance with somebody's regulation.

1 So what happens at the end of the day? We
2 look at this, and we say -- we start counting
3 impacts, and this is a good example that says, like
4 for noise example. If traffic is moving on the road
5 at a certain speed, what would the noise decibel
6 level be at the houses along there and how many of
7 those would be impacted? Impact, by the way, is
8 defined as like 66 decibels, and that's about the
9 level where you would have to raise your voice
10 slightly if you were standing in the yard talking.
11 That's how you can tell when you're at 66. If it's
12 less than that, you don't have to raise your voice
13 because of the cars, then it's probably not -- it's
14 below the national threshold for being an impact. So
15 we have to have a definition for that.

16 But we also look and see if there are
17 historic sites, and there were a couple, but one in
18 particular, the Yancey's Tavern, was likely to be
19 impacted at least from a visual perspective. Acres
20 of wetlands, not really any wetlands along there.
21 Five streams would be impacted. Seventy-five acres
22 versus fifty-five acres of forest land would be
23 disturbed and purchased. There was either two or
24 three hazardous material sites, and I know it sounds
25 bad, but that's really just gas stations, and

1 farmland. A would take 15 acres of farmland and turn
2 it into state road right-of-way, and Alternate B
3 would take five acres. So you can see that there's a
4 difference in that. A lot of times when we do this,
5 these are where a lot of the severe impacts are at.
6 A lot of agencies out there protect a lot of those
7 natural things, like the streams and the wetlands.
8 In this particular case, the key impacts to us anyway
9 appear to be in displacements and relocations of
10 homes and businesses.

11 So here's a chart that shows how many
12 residential displacements would occur if we were to
13 build Alternative A. Now under the first column
14 here, it says 241. Of that 102 would be single
15 family; 135 would be multi-family such as apartments
16 or duplexes, and four would be, I think, mobile
17 homes. If Alternate B were to be built where we're
18 not so far running the road, you know, off the
19 current alignment and if it was kept a more narrow
20 track through there, then it drops to 162, 90 single
21 families, 69 of the multi-family and three trailers.
22 In both cases, businesses would have to be relocated,
23 43 on A and 30 on B. So obviously, that's pretty
24 substantial impacts to the area. Also in acreage, it
25 turns out to be 239 versus 122. One non-profit,

1 which is the volunteer fire hall, under either
2 circumstance would have to be relocated, and under
3 the first option where they ran the big four lane
4 through there, it was 350 graves would be displaced,
5 and under the Alternate B where they were trying to
6 run a three lane through there, it would be more like
7 90. Now before you all start throwing things at me,
8 I want you all to be sure that you know we heard you,
9 and when everybody came out since this has been
10 published and said, "That's unacceptable." The
11 Commissioner heard you. We've heard you, and we've
12 done some additional work to try to minimize that and
13 have been successful in coming up with another
14 alternative. Because of the way the laws are
15 written, I have to tell you about what we studied
16 first. Then I'm going to tell you what we've done
17 since that point to continue to reduce and minimize
18 impacts to zero. So that's where it stands, and the
19 impacted historic sites basically were one and one,
20 the same thing.

21 Now this is where our job becomes difficult
22 because as you can automatically start to see, there
23 are tradeoffs involved when you have to build a road.
24 There are no easy decisions, and a lot of times
25 there's really hardly a right one. There's a lot of

1 shades of gray in there. But we're looking at trying
2 to balance the needs of the driving public, you know,
3 16 to 25 thousand cars a day going through there, and
4 the safety of those people versus the impacts that it
5 would cause to the community, to your social fabric
6 of your community, to the businesses in that
7 community, and try to come up with something that
8 balances the best that we can and minimizes -- we're
9 required by law to avoid, minimize and mitigate. So
10 it's our obligation to try to keep finding ways to
11 minimize these numbers.

12 So anyway, that is our charge - to come up
13 with that. Your input, besides knowing those numbers
14 -- those are just kind of hard, cold numbers. Your
15 input as to what that means to you is what was
16 important to us to help us as the decision maker and
17 to inform the Commissioner and others at TDOT as to
18 what might be the best of these decisions. And
19 obviously, you know, any displacements are important
20 to that one person. So here we go.

21 Since that graph study was produced --
22 excuse me. Since that graph study was produced,
23 there were about 100 people showed up when they heard
24 about the possibility of 90 graves being disturbed at
25 the Metropolitan Planning Organization's meeting and

1 clearly expressed their displeasure with that. So
2 before we held the meeting, we thought, "Well, we'd
3 better go back to the drawing board and see if we can
4 find a way to minimize that a little bit further."
5 At the same time, sort of coincidental, the
6 Metropolitan Planning Organization updates their
7 traffic numbers. There's always projections of how
8 much traffic is going to be on a road, and we look at
9 it 20 years out in the future. They have to update
10 their planning numbers every so often, and when they
11 do that, then we are, in turn, required to use their
12 data to update our projections. Well, that kind of
13 came in right after that. So they gave us more
14 information to work with because primarily, it said
15 that traffic on the road in 20 years from now was
16 actually going to go down. And on one end of the
17 road it was as little as four percent. On the other
18 end of the road it was much as 68 percent, and it
19 varied across the entire length of the project. So
20 with that in mind, it gave us the opportunity to say,
21 "Well, what kind of a road best fits through here and
22 still is able to carry and traffic in a safe way and
23 get people to where they need to go?"

24 So we came up with an alternate called B
25 Modified, and B is on the top. If you'll recall, we

1 had the extension of the three lane. This is B
2 Modified. What it did was it extended that
3 three-lane section further to the west from Lemay all
4 the way to Harbor Chapel. The other things that it
5 did was we went out and -- a lot of this work is done
6 sort of on aerial photographs. It's not like we've
7 been out with a survey crew and actually measured to
8 the inch where everything is at. In the particular
9 case between Yancey's and East Lawn Memorial, we
10 actually went out and surveyed because we had to know
11 exactly what could and could not fit through there in
12 any particular design. So we went to the extra step
13 of doing that for this particular project, and we
14 came up with another design that says that if we put
15 three lanes through there and we removed the
16 sidewalks off of one side and we built some retaining
17 walls, we think that everything will fit without any
18 impacts to the graves and without any impact to the
19 Yancey's Tavern and still be able to safely carry the
20 traffic. So that's part of this B Modified idea
21 here. Again, we're here to get your all's comments
22 on all of these tonight.

23 So what came out of that is basically what
24 I just said. We reduced the cross section through
25 Cooks Valley to Lemay. We compressed the center lane

1 by removing the sidewalks adjacent to the tavern. We
2 also avoided all the graves, reduced the number of
3 displacements. We still addressed the safety
4 concerns, and we reduced the cost of the overall
5 project because of the less displacements.

6 So when we put the chart back up now and we
7 have another column, we get to say, "Okay. What does
8 that do?" If we just work on a piece of that
9 project, we've been able to drop from 162 relocations
10 of residential down to 104. It didn't go away, but
11 we didn't work the whole section either. And
12 business displacements dropped from 30 to 24. At the
13 same time, we didn't recalculate, I don't think, the
14 acreage, but the grave relocations go to zero. We
15 think that we could avoid moving or relocating any
16 graves at all under this scenario. And we also would
17 have, we don't believe, any impact to the historic
18 structure that's there. So that's a pretty positive
19 reduction just by that extra work that goes on in
20 trying to find ways to get through there.

21 So where do we go from here in the
22 environmental process? The next thing we do is we
23 take all of your comments back, and we review them.
24 We put together everything we hear today, tonight,
25 after this meeting. It's turned in. We again talk

1 to the officials. We analyze all of this and decide
2 what would be the appropriate option to choose. So
3 then we'll chose the option. The Commissioner would
4 announce that, and then after that we would move
5 forward with writing our final environmental document
6 because it's a draft document now. So then we write
7 the final one, and it says what the preferred
8 alternative we want to move forward would be and list
9 all of those impacts. That, in turn, has to go to
10 the Federal Highway Administration for approval.
11 They send it to their lawyers in Washington. They do
12 legal sufficiency reviews to be sure that we've done
13 everything in accordance with the law. They're our
14 oversight partners. So that's kind of how that
15 works.

16 After that document is complete, then we
17 move to the design phase. This is where the
18 engineers can get in and start doing more than what
19 we have done in the environmental phase in terms of
20 trying to figure out ways to further reduce the
21 footprint. They get to have the survey data, all the
22 topography, how the hills work, how the valleys are
23 laid out, and they can use all that information to
24 try to minimize. They can add retaining walls where
25 we probably didn't add retaining walls to that

1 concept because what we're studying it's more of a
2 generic. If we did A, if we did B down through
3 there, what would happen. This is where they start
4 to refine those because obviously, as I said, legally
5 we're supposed to avoid minimizing any chance we get.
6 So this our chance in design phase to continue with
7 what we've already done in the environmental phase.
8 So those numbers that I've just shown you are not
9 final. Those are called conceptual numbers because
10 we don't know where that road might get shifted just
11 a little bit during the design phase. So we have to
12 put that up there to be sure that you understand
13 that. After we finish that, it would go to
14 Right-Of-Way. We would acquire a right-of-way, and
15 then we could go on to construction.

16 So what is our schedule? Well, at this
17 point, as Mark said, we're going to give everybody to
18 January 31st to submit their comments. You can
19 submit your comments in writing tonight. You can go
20 home and write them all up and send them in in the
21 mail anytime between now and then. That would be
22 fine, too. You could come down, and you can speak
23 and give your comments, and you can still turn in a
24 Comment Card. You can do all three or, you know, any
25 combination you want to. We have court reporters

1 here, one up front and one in the back. If you need
2 to get on home tonight, I know it's a work night and
3 a school night, perhaps you want to go ahead after
4 seeing this and go talk to them. You're welcome to
5 do that, too, on the way out, or you're welcome to
6 stay till the end and make comments, whatever suits
7 your choice here. But then we would probably in late
8 spring have an opportunity to say, "We think we've
9 got enough information to make a decision on the
10 preferred alternative," unless for some reason input
11 comes back and tells us that we haven't looked at
12 enough different options for some reason. But if
13 not, that's probably our time frame. If that's done,
14 we will have to go through a few steps as I described
15 earlier, and hopefully by the fall or early winter
16 we'll be able to write the final environmental
17 document, and then at the end of next -- or winter of
18 2014, we write what's called The Record of Decision
19 that finalizes this particular process.

20 So that's the steps in the whole shooting
21 match and what we've come up with. We have maps all
22 around the room. We have a lot of people from TDOT
23 and the consulting firms that help do a lot of this
24 work that are here to answer questions. Hopefully
25 you had a chance to talk to them before you got here

1 and had to sit down. If not, we're going to be here
2 afterwards for a while. So you can come over and ask
3 any additional questions that you might have.

4 When it comes to speaking at the podium,
5 Mark said he was going to call four people at a time.
6 So just come down and sort of line up. Then you can
7 make your comment. Please try to keep it to three
8 minutes, and a lot of people probably want to speak,
9 and we want to be sure everybody has time to do that.
10 And I think that's it. So, Mark, do you want to get
11 things started, and then we'll be able -- we're going
12 to bring a panel up here of folks that hopefully can
13 answer any questions that I can't answer, and that's
14 how we're going to proceed.

15 MR. NAGI: Thank you, Jim. Okay. The
16 first four people that we're going to ask to come and
17 speak, and the microphone is right up front, and,
18 once again, we've asked people to sign in
19 specifically for this purpose. The first four people
20 to speak are: Scott Mendenhall, Charlotte Dade,
21 Danny Moody and Cathy Dear, and I apologize if I
22 mispronounced your name and not being able to read it
23 correctly. Scott Mendenhall, Charlotte Dade, Danny
24 Moody and Cathy Dear.

25 MR. OZMENT: Before we get started -- I'm

1 sorry to interrupt you and make you stand there with
2 the light on there. I want to introduce the panel
3 members as they've come up. This is Stan King with
4 Florence & Hutcheson Engineering Company. Gary King
5 is the project manager for our project. This
6 probably will be called the King section of the
7 stands over here. That way you can remember who they
8 are. Steve Allen is the Director of our Project
9 Planning Division. Ralph Comer is the Assistant
10 Chief for Planning and Environment -- or Environment
11 and Planning. Excuse me. And Bill Rives is with our
12 Right-Of-Way office in Region I. I'm sorry. So go
13 right ahead anytime you're ready.

14 MR. NAGI: And, Sir, if you can, please say
15 your name and your address. We add that to the
16 record.

17 MR. MENDENHALL: Scott Mendenhall. Scott
18 Mendenhall. I live at 161 Wembeck Drive, Kingsport,
19 Tennessee 37664. My question is for you, is I've
20 lived there 17 years. You said you done this study
21 ten years ago. How come nothing ain't been done, not
22 even shoulders? The only improvements I've ever seen
23 done since I've lived there is guardrails and rumble
24 strips. Now what's the deal on that? If something
25 would have been done, my wife would have still been

1 living.

2 MR. OZMENT: Well...

3 MR. MENDENHALL: It don't take long to
4 answer that question.

5 MR. OZMENT: No. No, Sir. It doesn't.
6 There's really not a very good answer either, and
7 first of all, let me say that I've very sorry for
8 your loss. I mean we would -- you know, all the
9 tragedies that have occurred up and down through
10 there are very...

11 MR. MENDENHALL: I mean you done your
12 studies. You know what -- ten years ago. You know
13 what was already there. It ain't changed none,
14 hardly much at all in that.

15 MR. OZMENT: It's not, and it's -- all you
16 can say, and it's not a good answer, is that it's a
17 process that you go through, and there are times
18 where it moves faster and times where it moves
19 slower, and it's hard to say how ten years could slip
20 by and let that happen. We have, as you said, looked
21 at a couple of safety projects through there where
22 we've added rumble strips, signing, striping to try
23 to improve that in the meantime. But that basically
24 is it. We've changed consultants along the way one
25 time. It was a bit of a delay. So that's the best

1 answer that I have at the moment for you. I can tell
2 you, though, that since this administration has been
3 here, it's been a top priority, and as Mr. Omishakin
4 said earlier, the Commissioner talks about this
5 routinely to him. It's on our standing meeting that
6 I have weekly with him as to what's the status of the
7 project and how are you moving it forward. So at
8 this point, we are moving at the rate as fast as we
9 can go. And I know that doesn't address the past,
10 but that basically is the answer.

11 MR. MENDENHALL: What are you going to do
12 to improve all your speed on all this?

13 MR. OZMENT: The speed?

14 MR. MENDENHALL: Yeah. Getting things
15 done.

16 MR. OZMENT: Oh, for the process itself?

17 MR. MENDENHALL: Yes. I mean to improve
18 all this. I mean what's going to be -- what are you
19 going to do to another highway that's just going to
20 take another ten years on that highway to get
21 something done for that? How are you going to
22 improve to get all this done a lot quicker?
23 Something needs to be done sooner than what it has
24 been.

25 MR. OZMENT: I tell you. This is a problem

1 that's not only plagued us I guess, but it plagues
2 most states because there are national initiatives to
3 improving the time frame for project delivery. There
4 are a multitude of people from the Federal Highway
5 Administration in Washington all through all the
6 states that recognize this project delivery process
7 takes too long. And there are a number of
8 initiatives that are out there where they're trying
9 to find ways to expedite project delivery. I'm going
10 to one tomorrow, a conference on just that subject.
11 So hopefully, you know, as we continue to make it a
12 priority and are able to look at new and more
13 innovative ways that other people have come up with,
14 that we'll be able to improve on that time.

15 MR. MENDENHALL: I think Plan B needs to be
16 done away with, and A could be a little bit more
17 improvement on that part.

18 MR. OZMENT: Okay.

19 MR. MENDENHALL: That's my opinion about
20 it.

21 MR. OZMENT: All right. Well, thank you
22 very much. We appreciate your time.

23 MR. NAGI: So Charlotte Dade, Danny Moody,
24 Cathy Bear.

25 MS. DADE: My name is Charlotte Dade. I

1 live at 4400 Briarwood Road inside the city.
2 Briarwood Road is just right almost directly across
3 from Old Stage Road. I'd like to thank you for this
4 opportunity to be able to share my thoughts. I have
5 five concerns. Of course, the first one of which is
6 safety. The second one is historical. The third,
7 environmental, fourth, aesthetical and fifth,
8 personal.

9 Foremost, of course, in improving 126, the
10 foremost concern is for safety. Certainly
11 improvements need to be made to alleviate the
12 dangerous conditions on this road. In view of the
13 fact that according to the traffic studies which
14 you've just cited, automobile traffic is now
15 considerably less on 126 than it was several years
16 ago, and that traffic appears to be declining.
17 Therefore, I'd like to emphasize that a four or
18 five-lane road would not be necessary, and I hope
19 that we can go possibly with the Modified Plan B,
20 which would eliminate the necessity for four and
21 five-lane roads.

22 Secondly, as an amateur genealogist, I
23 recognize the importance of preserving our heritage
24 and our environment for future generations. Highway
25 126 has historical significance for our area.

1 Sections of this road have been known first as a
2 wagon road. It's also been known as the Stage Road
3 from Blountville, and, of course, it's known as --
4 parts of it are known as Island Road. This road
5 brought settlers from Virginia into Tennessee, to the
6 Long Island of the Holston where Fort Robinson was
7 erected. It was from Fort Robinson that Daniel Boone
8 and his axe men began their mission of cutting the
9 Wilderness Trail through the Cumberland Gap, and
10 along in the vicinity of the path of 126 there's such
11 historic landmarks as the Yancey Tavern, Eaton
12 Station and the Exchange Place, sites that we need to
13 preserve as a reminder of our past.

14 In addition to these significant historical
15 sites, the aesthetic quality of the path of the road,
16 particularly along the Chestnut Ridge area, is
17 important. We don't want to destroy the beauty of
18 this area with the construction of a multi-lane
19 highway.

20 Finally, of course, I have some personal
21 concerns. The present plans project that a corner of
22 our property may be used as a construction site. Our
23 property has some historical value in that it's the
24 upper corner of what was part of the original
25 Exchange Place property. Our property is in a wooded

1 area with several springs. According to the State
2 Department's Division of Water Pollution Control, our
3 property and the surrounding area is a watershed area
4 for the Holston River. What will happen to these
5 springs and the serenity of the wooded area behind
6 our home with the intrusion of heavy equipment making
7 its way up that rugged terrain to Highway 126?

8 Of course, we want to save lives, and my
9 condolences go to the gentleman who just spoke. No
10 one understands that better than I because in
11 February of 1986 I nearly lost my husband to a severe
12 accident at the intersection of our road, Briarwood
13 Road, and 126.

14 I truly appreciate the work that the
15 Department of -- the Tennessee Department of
16 Transportation has done, and my hope is that as it
17 plans to make continued improvements in the highway,
18 that it will consider the historical, aesthetical and
19 environmental issues involved in the decisions. And,
20 again, thank you so much for this opportunity.

21 MR. OZMENT: Thank you for your comments.

22 MR. NAGI: Danny Moody or Cathy Dear.

23 MS. DEAN: I don't see Danny. I'm Cathy
24 Dean. I live at 1013 Cedar Hills Drive in Church
25 Hill, Tennessee, and the reason I came, I have no

1 property except I have very dear family members
2 buried in the Garden of Devotion at the East Lawn
3 Cemetery. So I'm thankful that you have looked into
4 not eliminating or moving or exhuming my family from
5 the cemetery. Thank you so much for that because
6 honestly, that was more than I could bear. I thank
7 you for that, and I want to -- the Modified B I think
8 is the one that you would not disturb any graves. So
9 thank you.

10 MR. OZMENT: Thank you for your comments.

11 MR. MOODY: I'm Danny Moody. I live at
12 3621 Hazelnut Drive in Kingsport. I own some
13 property on 126. I've got two or three questions
14 that are just questions, short questions. Where was
15 the last three-lane highway built in the State of
16 Tennessee?

17 MR. OZMENT: I'm not sure I can answer
18 that.

19 MR. MOODY: May I help you a little bit?

20 MR. OZMENT: Sure.

21 MR. MOODY: Memorial Boulevard according to
22 the records. I remember when it was built. I've
23 lived here all my life. I've traveled this road 65
24 years. Okay. And when you're talking about the
25 three lane, when that three lane was built on

1 Memorial, did that solve the problem? Did that solve
2 the problem now? You're having to go back and redo
3 it. Okay. That's the one question. A quicker
4 question was the number of accidents that has
5 happened in the portion of the road that you're
6 wanting to four lane against the number of accidents
7 and fatalities of the section of where the four lane
8 ends to right out here at the interstate? If my
9 figures are right, they've either been one or two
10 fatalities on the four-lane section. All the other
11 fatalities have occurred this side of there, between
12 there and the interstate. And question is, is why
13 are you four-laneing a three lane when you're going
14 to put three lanes on this side? Why don't you just
15 put the four lane at the interstate and go that way,
16 and you'll have a good four-lane road down through
17 there?

18 As far as the rumble strips, I've been at
19 my property quite a few years, and I can be aware at
20 least every three to four minutes, at least every two
21 to three cars they are driving on the rumble strips.
22 They are driving on the rumble strips. You can hear
23 them. You can hear them a quarter of a mile away.
24 And basically a three-lane road is a two-lane road.
25 It's not a three-lane road. It's a two-lane road.

1 You're going to be turning. So, therefore, you've
2 got traffic coming in each direction heading towards
3 each other. Look at the problem you have on Stone
4 Drive where it's a five lane. You have the same
5 problem there. You've got turn lanes, and people
6 don't know where to yield to anybody. And here you
7 are, you're going to put this on a major highway. I
8 just don't understand. I just don't understand the
9 logic of none of your planning here. I mean I've
10 built a few roads in my lifetime. This road, like
11 the lady said, was an old horse and buggy road. It's
12 got concrete under it. It's flat. It's flat because
13 that's what was used back in the A Model and T Model
14 days. So that basically you've got an A Model and T
15 Model road here with modern day vehicles traveling on
16 it. Thank you.

17 MR. OZMENT: Thank you, Sir.

18 MR. NAGI: Okay. The next four people to
19 speak are: Erwin Holman, Rena Robinette, Tim McCoy
20 and Paul Bodenweiser. Erwin Holman, Rena Robinette,
21 Tim McCoy, Paul Bodenweiser.

22 MR. HOLMAN: My name is Erwin Holman. I
23 live at 180 Gravel Top Road. I have some concerns
24 specifically of the closing of one end of Gravel Top
25 Road. I know you talked about the geometry of some

1 of the access roads to 126, and Gravel Top Road both
2 comes in at odd angles. But by closing one end of
3 Gravel Top and putting a cul-de-sac at the other end,
4 you have not completed your project goals. You have
5 increased the mail delivery along Gravel Top Road.
6 You've increased the problems for school buses on
7 Gravel Top Road and in Adams Acres because now the
8 school bus has got to go into that subdivision, come
9 back out, make the cul-de-sac. That is not a very
10 big road. You've increased my response time for
11 emergency vehicles on Gravel Top because closing.
12 All the emergency vehicles come from Central High
13 School or this area that direction. You have -- so,
14 therefore, those three areas have not been met in
15 your project goals for the people in Adams Acres and
16 Gravel Top Road. You've also -- you eliminate one
17 entrance of Gravel Top Road. It is presently used as
18 an emergency route around the 126 due to the geometry
19 of the current road. Cars slide off in the
20 wintertime. They come around Gravel Top and bypass
21 that area. You closed one end. You don't have that
22 access. I know the present proposals to fix the
23 geometry, but if you don't fix it or if you get a
24 severe ice storm, you're eliminating that road and
25 cutting us off. So I would just suggest that you

1 maintain both entrances, fix the geometry of the
2 entrances of both ends to 90 degrees but leave both
3 ends open. Thank you.

4 MR. OZMENT: Thank you for that comment.

5 MR. NAGI: I'm looking for Rena Robinette,
6 Tim McCoy or Paul Bodenweiser.

7 MR. MCCOY: My name is Tim McCoy. I live
8 at 5974 Highway 126 right by Harrtown Road. I've
9 been involved with watching this road and the process
10 with the building of it and recruiting it better
11 since 2005, and it's been a long time coming, but I
12 really want to say thank you to TDOT for coming out
13 here and meeting with us earlier in the year after
14 all the -- when they came out originally the first
15 time, and Modified B has I think really done a lot to
16 look at all our concerns and still get us a nice,
17 safe road. Thank you.

18 MR. OZMENT: Thank you, Sir.

19 MR. BODENWEISER: I'm Paul Bodenweiser. I
20 live at 220 Hollydale Drive, Kingsport. I travel 126
21 many times each week and expect to for quite some
22 time to come. My good friends, Tim and Donna McCoy,
23 lost a son on that road I think eight years ago. To
24 see these plans evolve as they go along, Modified B
25 far and away is the smartest one. We haven't heard

1 dollar amounts to these, but I'm really thinking
2 Modified B is a lot cheaper than even B. I really
3 would like to just see the road be improved, made
4 safer. Just the rumble strips -- Mr. Moody made the
5 point a moment ago. I don't know whether he's for
6 them or not. I didn't really understand all that he
7 was saying, but the rumble strips have made a
8 tremendous difference in the safety of that road.
9 The addition of guardrails. The one thing I think
10 could be done to that road to really make it a lot
11 safer is improve some of the lines of sight,
12 especially around Cassidy, using Cassidy where the
13 deputy recently passed. If you could just improve
14 those. Shoulders would be nice and all these other
15 things that are -- bike paths and all that, but
16 that's a tremendous amount of money to spend on a
17 road that's being traveled less and less. Another
18 thing that might be taken into account is when
19 traveling east on that road in the mornings, just the
20 sun alone is a very dangerous thing. It's credibly
21 dangerous. That's my two cents. I don't live on the
22 road, but I do travel it a lot.

23 MR. OZMENT: Thank you very much.

24 MR. NAGI: Last chance, Rena Robinette.

25 Okay. The next four people to speak, Henry Somers,

1 Vance Ramsey, Mark Gable, Kerney Timmons. Henry
2 Somers, Vance Ramsey, Mark Gable, Kerney Timmons.

3 MR. SOMERS: My name is Henry Somers. I
4 live at 5309 Foxfire Place, Kingsport. I got to
5 looking. I've driven this highway for nearly 46
6 years. We're imports to the area, but obviously this
7 is home by now. I've driven it for a lot of years.
8 Safety is a huge issue. And also for a number of
9 years since about 2005 I started keeping up with the
10 number of fatalities on the road. Since 1999 -- the
11 Highway Patrol only keeps fatalities for five years,
12 and after that, you can't find them. So we would
13 have lost a lot of that information if we did not
14 have a record. There have been a total of 18
15 fatalities since 1999. And so Mr. Moody's point, 14
16 of those were on the two lane, two were on the three
17 lane and two were on the four lane. And I think
18 we've all been touched by the folks that have lost
19 their loved ones, and it's happened in our
20 neighborhood, and we've had some really close calls.
21 Seven of those have been also teen drivers.

22 One of the things, the reason for the 126
23 project that was not mentioned, and I don't know.
24 Some of you at TDOT may or may not be aware of this.
25 There was an Airport Parkway project that was by the

1 City of Kingsport back in the 2002 time frame. That
2 project was actually, I'll use the word killed.
3 There was a number of people that were against that
4 project, and one of the things that was said was that
5 they would do away of that project, but as a result
6 of not having a good highway from the airport over to
7 11-W, that we would update and upgrade Highway 126 as
8 a major road to the east entrance to Kingsport. So
9 that's one of the reasons we're here is to upgrade
10 Highway 126 rather than do the Airport Parkway.

11 Also the CSS Team, I was at the meeting
12 this morning, and there was a little bit of
13 information there that I would say was not maybe
14 exactly accurate. There are 18 people on that team.
15 There was Kingsport and Sullivan County government
16 people. It included the mayors, and it included some
17 of the people from the Kingsport MPO, Sullivan
18 County. So there was broad representation on that
19 team. That team worked hard for two years, and there
20 was a lot of back and forth that was done and a lot
21 of compromises that were made.

22 Alternate A is the closest to their product
23 that they recommended. That was recommended to TDOT
24 in 2005. It was accepted by TDOT in 2005. And this
25 is a -- after two years of work that they recommended

1 that. The CSS recommendation was a four lane to
2 Cooks Valley Road.

3 What we need in my opinion is, we need a
4 bare bones, minimum four lane to accommodate future
5 traffic. I think anything you've got on the four
6 lane there, it's got a grassy median. It's got
7 sidewalks. It's got curb and gutter. We need to
8 take all that out, and we need to get it down to just
9 the very basic four-lane highway, especially across
10 the ridge. Nobody wants to see a big cut in there.
11 But the footprint of the four lane would be a very
12 basic, is not going to be that much different from
13 the three lane and you put a sidewalk on it. And I
14 think for future traffic, we're actually going to
15 need the extra lane-age.

16 MR. NAGI: Thank you, Sir. Thirty seconds.

17 MR. SOMERS: Okay. Traffic projections:
18 The counts you were running in July, they're a
19 thousand down. You run them in July. There's no
20 school traffic, and the economy hopefully is going to
21 be back in the areas within the urban growth
22 boundary. Also, I'd like to say that in the 126
23 Phase Rebuild, a four-lane option is possible from
24 East Center Street in Kingsport to Cooks Valley Road.
25 This option is needed for the capability of safe

1 travel needs of our children and grandchildren until
2 the 25th (sic) and beyond. A minimum of four lanes
3 shall be constructed in the 650 feet from Chestnut
4 Ridge Road to Cooks Valley Road with the appropriate
5 deviation approval, using retaining walls and the
6 available -- there's 60 distance feet of right-of-way
7 between East Lawn Cemetery and the historical
8 property. Nobody wants to see Yancey's Tavern
9 impacted, and we don't want to see any graves moved.
10 But that can be -- without the sidewalks, we can put
11 that in without impacting -- moving graves or without
12 Yancey's Tavern. And the example of where this is
13 done is every day on State Route 36 from Holston
14 River Bridge to Moreland Drive over the railroad
15 overpass, there is 57 feet, and we're talking about
16 60 feet right-of-way at Yancey's Tavern and the
17 cemetery. There's 47 feet from white line to white
18 line. So we know that it can be done. And just...

19 MR. OZMENT: Sir...

20 MR. SOMERS: Just real quickly. Also we
21 need interim improvements. We can't wait another
22 eight to ten years, and a really good example is at
23 Yancey's Tavern -- I'm sorry, at Cassidy, that blind
24 curve. Interim improvements were proposed in 2009,
25 and we really need to get those done for safety.

1 Thank you.

2 MR. OZMENT: Thank you, Sir.

3 MR. RAMSEY: My name is Vance Ramsey. I do
4 live on 126 and have lived there for some 46 years.
5 I probably have had as many wrecks in front of my
6 house as anybody in this audience tonight. I could
7 probably prove that if I wanted to, but I don't
8 intend to do that. And let me say that the majority
9 of wrecks that's happened in front of my house, the
10 road had very little to do with it. I've woke up
11 many nights, and I've heard cars coming down the road
12 at 70 and 80-mile an hour. They run off the road,
13 and they wreck. A great majority of the wrecks have
14 also been drunk drivers who wreck, run through my
15 fence, and in three cases abandoned the car and run,
16 and the next day on one of them I found four
17 six-packs of beer in my creek, that they run and put
18 them in my creek. So I guess I'm starting with that
19 to say that roads don't necessarily cause wrecks.
20 People driving the vehicles are usually at fault in
21 some way. Just like guns don't kill people. People
22 kill people.

23 I believe that 126 definitely needs
24 improving, and as most of you have heard me say
25 before in the meetings, about four or five things

1 need to be done. We need to straighten a few curves
2 on the highway. We need to put shoulders all the way
3 on the road on both sides, and we need turn-off lanes
4 for four to five major intersections so traffic does
5 not have to stop to turn left or right.

6 I'm speaking against four laneing the
7 highway for basically the same reason a lady said
8 earlier. I don't want to destroy the scenic value of
9 Chestnut Ridge. I don't want to destroy the
10 communities of Sunnyside, Bridwell Heights, Indian
11 Springs, and I also don't want to move graves of
12 loved ones. You know, it's hard enough to have to
13 bury your loved ones, but then the State of Tennessee
14 comes along and says you've got to dig them up and
15 re-bury them again. And that's a burden that not a
16 lot of people would have to encounter in here, but at
17 least one person would, and I'm one of the ones that
18 would.

19 So I believe in improving the road as I've
20 said, and I think the State's done a good job in
21 coming up with their Alternate B Modified Version. I
22 think that's the closest thing to what I would go
23 for. I think that would get the job done, improve
24 the road and satisfy most people's concern. And I do
25 want to ask one question to the TDOT people before I

1 sit down. Three year in the Bredesen administration
2 and the former TDOT people were here, as many
3 meetings we've had, a petition was given to the TDOT
4 people to give to Governor Bredesen of over 1,200
5 signatures opposing four laneing this highway. And
6 the question I want to ask and you can answer after I
7 sit down is, is Governor Haslam aware of that
8 petition? And I need to know if he is for sure. If
9 he isn't, then we need to give him a copy of the
10 petition that we worked hard three years ago to do.
11 Thank you.

12 MR. OZMENT: Well, to answer that question,
13 Sir, I'm -- let me check. I'm, told that it was. In
14 this draft Environmental Impact Statement, there's
15 reference to it. Whether we know whether Governor
16 Haslam is aware of that or not, I can't say.

17 MR. RAMSEY: Would you mind (away from
18 mike).

19 MR. OZMENT: Well, yes, certainly. If
20 you're asking right now would we make him aware of
21 it, yes, we will.

22 MR. RAMSEY: I've got a man that's (left
23 mike).

24 MR. OZMENT: Thank you.

25 MR. TIMMONS: My name is Kerney Timmons,

1 and I live at 5300 Foxfire Place, Kingsport, and I've
2 been living there in that neighborhood for about 30
3 years. I applaud you on your Modified Plan B. It is
4 a much more reasonable approach. The impact on the
5 cemetery and on the historical site looks much
6 better. I like the four lane. I like the three
7 lane. I was involved in an accident a few years ago
8 that could have been avoided if we'd had a center
9 turn lane. I've seen other accidents that could have
10 been avoided for the same reason. I agree with what
11 Hank said, Hank Somers. I think that if we -- where
12 you have the three lanes and the sidewalk, if you
13 could possibly make that a four lane, that would be
14 better than using it for the sidewalk. I think one
15 of the biggest problems is the lanes are too narrow.
16 The rumble strip in the middle has kept me on my side
17 of the road many, many times late at night, and it
18 probably has other people, too. I know it's an
19 annoyance when we hear ourselves run on that, but
20 it's better than being in the wrong lane.

21 I guess my final comment is let's get
22 going.

23 MR. OZMENT: Thank you.

24 MR. NAGI: I'm looking for Mark Gamble.
25 Okay. The next four people to speak: Donna McCoy,

1 Thomas Moore, Cathy Dunn, Deloris Kale. Donna McCoy,
2 Thomas Moore, Cathy Dunn, Deloris Kale.

3 MS. McCOY: Hi. I'm Donna McCoy. I live
4 at 5974 Highway 126. My son, Tim -- my son, Nelson,
5 was one of the people that were killed on this road.
6 I want to thank you so much for listening to the
7 public, for inviting us to be a part of this process.
8 We're talking about some of the different
9 configurations that have been proposed. One thing
10 that people that have come out and said they're
11 opposed to a four lane. Personally, I am very
12 opposed to a four lane, but one of the things that
13 hasn't been mentioned is the fact that four-lane
14 roads, two travel lanes in each direction, raise the
15 possibility I fear for even more accidents on this
16 road. People, we've seen it over time, they change
17 lanes back and forth to get around people. It will
18 be an opportunity for them to drive even faster if
19 they can pass someone who is going the speed limit.
20 And I'm also worried about increased truck traffic.
21 As we said, this would be a much more direct route
22 from the north into Kingsport to come down Highway
23 126 rather than having to stay on 81 and come in
24 further on down. So I'm definitely favor of the
25 Modified Plan B, and from looking at the map, I can

1 see where you've made a lot of improvements to the
2 horizontal curvature of the road where you have to
3 turn right and left. Are we looking also at the
4 vertical curvature where people get lost in a dip? I
5 know myself, coming out of my home, I will lose a car
6 for a full ten seconds. I can see it coming around
7 the curve. I can see their headlights. I lose it
8 for a full ten seconds until it reappears practically
9 right in front of my house.

10 MR. OZMENT: Yes, Ma'am. Those would be
11 addressed in this proposal.

12 MS. McCOY: Okay. Thank you.

13 MR. NAGI: Thomas Moore, Cathy Dunn,
14 Deloris Kale.

15 MR. MOORE: Yes. My name is Thomas Moore.
16 I live at 5360 Memorial Boulevard, which is just on
17 the western side of the Fall Creek intersection with
18 126. The first thing I want to make sure that we
19 take into consideration are the driveway connectors
20 just as importantly as major road connections along
21 that road. The sight line at my house gives me two
22 seconds from the time I can see a car until I would
23 have impact. So needless to say, coming out of
24 there, out of my driveway, I could not tell you how
25 many times myself or someone in my family have had

1 feet clearance from our back bumper the front bumper
2 of a car when we're looking out of our driveway. And
3 the drivers coming down Memorial Boulevard do not
4 give you a break. You will not see them on their
5 brakes. You will not see the nose of that car dive.
6 And so it's a crap shoot coming out of my driveway.
7 I've contacted the State for years about this and
8 have had them come out to my house one time to look
9 at the solution for it. There's not a good solution
10 for it. I've asked for them to build up the shoulder
11 so I can at least get to the top of the hill and come
12 out. At least I'll be able to see over the hill, but
13 they tell me that's unacceptable because I would be
14 head on. Let me tell you. Coming out of my driveway
15 - okay - it's not dead head on, but it's within a
16 degree or two of head on. So in the meantime, there
17 still are things that can be done to improve the
18 safety for the residents along that road until this
19 major project is done. It would not be that hard to
20 put in a culvert and fill in that shoulder so I can
21 get up so I can see over the hill.

22 The three-lane option right there, as it
23 is, normally I wait -- I try to wait until there's a
24 car stopped to make that turn. So I know that a car
25 would at least see their brake lights before I pull

1 out. If you do a three lane there, that car will now
2 go shift into the turn lane, and there will be no
3 safety net for whenever I come out of there with my
4 boat attached or something like that, to let me sit
5 and wait for something to hold the traffic up for me.
6 So in that particular area, sight lines have to be
7 addressed. Either bring up the dips on either side
8 or cut Fall Creek back down so that that sight line
9 is fixed. And so that's my question. At that
10 intersection, do we know are we actively addressing
11 that hump or those two dips on either side of Fall
12 Creek Road?

13 MR. OZMENT: I'm not sure I can address
14 that specifically at this point, but when we are
15 finished here, if you'd like to go over to the maps
16 and point that out, then one of our engineers would
17 be glad to talk to you about what it looks like at
18 this point. Remember, this is a conceptual design.
19 Additional, you know, work on cuts and fills and, you
20 know, slopes are all done further on in design as
21 well.

22 MR. MOORE: Right.

23 MR. OZMENT: All we tell you is
24 conceptually what is coming up.

25 MR. MOORE: Well, like I said, I've been

1 contacting the State for at least ten years about
2 this to try and do something there, even a stop
3 light. I don't care. Make the road safe, and I
4 think most of that comes from sight lines. Take out
5 the curves and take out the humps. That's all we...

6 MR. OZMENT: Thank you. We appreciate it.

7 MR. NAGI: Kathy Dunn or Deloris Kale.

8 MS. DUNN: Kathy Dunn. I'm a resident at
9 2356 Woodridge Avenue, which is - oh, I'm sorry -
10 immediately to the town side of Harbor Chapel Road.
11 I'm glad that we're thinking about an alternative to
12 B. I've been concerned and involved for a long time,
13 and I've listened to people who have been directly
14 affected by fatalities on 126. And I hope that there
15 will be a speedy resolution. I disagree with the
16 four-lane, straight through conception because it
17 will simply increase speed. I think some good points
18 have been made about visual necessity for turning
19 lanes and so forth. I would point out that the use
20 of grass medians, unless we're going to allow animals
21 to graze in them, is going to be a maintenance issue.
22 You know, I like those things, but I'm concerned
23 about an impractical idea of just profligate
24 spending. You know, I would encourage TDOT to
25 measure actual increases in traffic. I think our MPO

1 has done some studies of that, and they did not match
2 the prior DES studies. Those were much, much higher.
3 So we're back here now talking again, and I think
4 that has been -- there was someone that wanted to
5 know why it took so long. Well, let's get the
6 calculations right, and maybe this process will speed
7 up, and we can do it in a manner that isn't
8 spendthrift and excessive and we'll actually put more
9 people at risk. And I thank you, you know, for all
10 the opportunity. I will be directly impacted with
11 anything that's done, the improvements needed on
12 Memorial, and I'm willing to acquiesce, you know,
13 what aesthetics. I'm not speaking about the historic
14 value. I'm talking about just looking up the ridge
15 from my house to see lives saved, but I'm not willing
16 to see just ridiculous spending for a continuous
17 four lane that it was pointed out would just increase
18 the volume of traffic. I think there are many other
19 ways that drivers can get visual cues to slow down to
20 -- I mean maybe even being monitored like some of
21 those camera devices, which have worked where my farm
22 is in Hawkins County. But thank you. I appreciate
23 the opportunity.

24 MR. OZMENT: Thank you very much.

25 MR. NAGI: Looking for Deloris Kale.

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MS. COLE: I believe it's Cole.

MR. NAGI: Yes, Ma'am.

MS. COLE: It's Cole.

MR. NAGI: Got it.

MR. COLE: I'm Don Cole, and I live at 235 Oak Street in Blountville, and I want to thank TDOT for coming here tonight and explaining these different phases to us. A and B is the one that had me upset, but B Alternative I think I can live with. It was concerning probably eight or ten of my family members in East Lawn, and I'm not against, you know, progress, but that's what had me upset. And I know parts of the road is dangerous. I was in law enforcement about thirty some years in this county. I was with the Highway Patrol in the county. I worked several wrecks on all state roads, and 11-W and 126 and the Johnson City, all the main roads, and several fatalities on secondary roads. I know parts of the, like I say, the road is dangerous, but I don't think that's the main problem. I think what we're facing -- times change, and I think the biggest problems are -- used to be this alcohol. Now it's alcohol and drugs and telephones, things to distract them. Well, I think that's the main problem. But I can live with the B Alternate.

1 MR. OZMENT: Thank you, Sir.

2 MR. NAGI: Thank you, Mr. Cole. Next to
3 speak: Gene Bledsoe, Allan Novak, Wendy Niebruegge,
4 Joe Smith. Gene Bledsoe, Allan Novak, Wendy
5 Niebruegge, Joe Smith.

6 MR. GENE BLEDSOE: Yeah. My name is Gene
7 Bledsoe. I live at 113 Holiday Hills Road,
8 Kingsport. I've been living there pretty much my
9 whole life. I don't have a comment because, you
10 know, Memorial Boulevard/126 needs to be worked on.
11 My question is red lights. A lot of the
12 intersections that you're talking about, these roads
13 and everything, are you going to be putting red
14 lights at these intersections like coming up out of
15 Lemay, Cooks Valley, up out of one street onto
16 Memorial Boulevard? Are they going to be a red light
17 there, or is people just going to be sitting there in
18 line like they used to down on Harbor Chapel Road
19 before they put the red light in down there?

20 MR. KING: During the design phase of the
21 project, traffic will be counted at each
22 intersection, and if a signal is warranted based on
23 the proposed design, then a signal will be installed.
24 But that has yet to be looked at yet in detail.

25 MR. BLEDSOE: Okay. And I noticed -- I

1 read a little bit in the paper and everything about
2 the speed. Memorial Boulevard, people fly on it
3 anyway, and, you know, in the mornings I leave out
4 early and the evenings I come home, it's bumper to
5 bumper. And when you come up the three lane and you
6 go to a two lane there at Lacey's Insurance, it's
7 always a big problem about people trying to get over,
8 people won't, you know, be courteous and let somebody
9 over and everything like that. It don't matter if
10 there's 15 cars in front of you. They still try to
11 push you out of the road. So the three lane, the
12 question, you know, are you going to have a little
13 bit better merging along through there because just
14 as it comes into the two lane, you've got to turn
15 there down in Briarwood. And I mean people slamming
16 on their brakes there and everything like that, and I
17 mean traffic all the way back, you know. Everybody
18 is just hitting their brakes trying to keep from
19 running into somebody in front of them.

20 The traffic count, I don't understand
21 really how it can be down except for the time of the
22 year that the traffic count because, I mean myself, I
23 drive it. I drive it all the time, and there's as
24 much traffic on it now as it's ever been. And when
25 the school is in session and things like that, you

1 get behind a school bus, and you can see the traffic
2 count behind you and all because, you know, the
3 school buses come down through there, and traffic
4 really, you know, really gets slowed down.

5 Property values, I've got property on 126,
6 and I'm below the road. I'll be below the road when
7 you build it. And from my understanding that if a
8 property is below the road, the value goes down. If
9 it's above the road, it goes up. How is that going
10 to be met? Is that something that later on when it
11 gets into the planning phase that you're going to be
12 addressing or do you know how it's going to be
13 affecting the property values?

14 MR. OZMENT: I think I'm going to have to
15 toss that one to our right-of-way expert here.

16 MR. RIVES: Well, that would be up to the
17 appraiser if the after effect your property -- once
18 the road comes through, they would do an analysis to
19 see whether the fill that's in front of your house
20 has made your house less valuable, and he would
21 assign damages based on that.

22 MR. BLEDSOE: Okay.

23 MR. RIVES: And you would get, you know,
24 the value that your property has gone down in a
25 damage estimate, and then that would be part of the

1 offer. Now that's if they're acquiring some of your
2 property. If your property is back and it's from...

3 MR. BLEDSOE: Mine's right on Chestnut
4 Ridge.

5 MR. RIVES: It's actually acquiring some of
6 your property?

7 MR. BLEDSOE: Oh, yeah.

8 MR. RIVES: That would be addressed by the
9 appraiser, and it would be his opinion as to how much
10 damages he would apply.

11 MR. BLEDSOE: Okay. And, you know, there
12 has been talk about the four lane going all the way.
13 Well, you know, the last time we had this meeting
14 over in Sunnyside, they shot that down because nobody
15 wants a four lane from 81 down to Center Street
16 because then it's going to become a truck route and,
17 you know, tractor and trailers and everything trying
18 to make the distance from 81 down to Kingsport a lot
19 quicker that way.

20 The biggest question I have and everything
21 is that what is the time factor from now until the
22 time that you're going to be planning on purchasing
23 the property and starting construction? Are we
24 talking about another five, six, seven, eight years,
25 or are we talking about, you know, within the next

1 three or four years?

2 MR. OZMENT: Right. Well, we talked about
3 in the slides what -- the environmental document has
4 to be approved before right-of-way can be acquired.
5 That also sort of turns loose the design phase. Once
6 the concept is approved as to which one they want
7 more design, you know, to take forward, then the
8 design phase has to start. So for how long it takes
9 to design it, and the road would not be built all
10 eight miles at one time.

11 MR. BLEDSOE: Correct.

12 MR. OZMENT: It's going to be broken into
13 certain segments, and I can't say at this point
14 whether it would be two fours or four twos or just
15 what it would be. That will be determined probably
16 by the engineers as well. But the length of that
17 roadway to be designed is going to determine how long
18 it takes to finish those plans. If it's -- probably
19 four miles of it to acquire right-of-way. I asked
20 that question earlier myself, and I was told that
21 would probably take two years to work through just
22 the acquisition of all the property that would need
23 to be taken and all the negotiations and all that go
24 on like that. Once that's done, then we could start
25 construction. So let's say it takes us another year,

1 then a couple years for design and a couple years for
2 right-of-way. Now you're looking at five years
3 probably on that first segment, but that's all very
4 tentative. And so try not to hold me to that. I'm
5 just trying to sort of use my crystal ball to vision
6 a little bit on that.

7 MR. BLEDSOE: Okay. Well, a lot of us here
8 and a lot of people lives on this road -- I mean it's
9 been ten years in the making.

10 MR. OZMENT: Uh-huh.

11 MR. BLEDSOE: And, you know, you've done a
12 lot of changes in that time and everything like that,
13 and, you know, everybody talks about the rumble
14 strips and everything. I think they're a noise
15 issue, but it does wake people up when they go across
16 the line. And I've seen a lot of, you know,
17 improvements made on Memorial Boulevard, and, you
18 know, we're looking at -- all these people here and
19 everything looking at, "Hey, is this going to be done
20 in the next few years, or is this going to be
21 something where the state is not going to have the
22 money so they're going to put it on the back
23 burner?", things like that. You know, 18 years from
24 now they'll still be talking about trying to work on
25 Memorial Boulevard.

1 MR. OZMENT: Well, that's one factor I
2 didn't mention was the funding factor, but at this
3 point, I'm not sure there's -- you know, right-of-way
4 hasn't been funded at this point clearly. So we fund
5 in stages, and it goes to the Legislature to be
6 funded for the next segment. So, you know, if all
7 moves forward, you know, smoothly, then the money
8 should be there.

9 MR. BLEDSOE: Okay. All right. Thank you
10 all.

11 MR. ALLEN: I want to address the comment
12 you had about the traffic, Mr. Somers had. We
13 actually came back in September after schools were
14 open and conducted brand-new traffic counts on every
15 segment of this roadway, and I'd also like to
16 correct, Jim said that traffic was reduced.
17 Actually, what he's talking about is the reduction in
18 the future growth, and that came out of the Kingsport
19 model. It was a reduction in the growth factors over
20 the years and not the reduction in the traffic
21 overall.

22 MR. OZMENT: That's why I let traffic
23 people speak about traffic, and I try to keep my
24 comments to environmental. Sorry about that. Thank
25 you, Steve.

1 MS. NIEBRUEGGE: I'm Wendy Niebruegge. I'm
2 on Cochise Trail and grew up as a neighbor to Mr.
3 Ramsey, and it's kind of hard to speak after hearing
4 Scott and the family that lost their son. Things
5 start feeling a little trivial, but I like -- I'm
6 speaking to this end of the road, and I like -- the
7 rumble strips are great, and I think we can do a ton
8 of improvements with the shoulders, cutting out the
9 banks. I guess I could just give Mr. Ramsey a
10 resounding amen because I think I agreed with
11 everything that he said. I think there will be major
12 impact of improvements without necessarily having to
13 do all the four lanes and increasing the speed and
14 everything. So cutting out the banks, bringing up
15 the shoulders for over corrections. I think a lot of
16 our wrecks and our head-on collisions are people
17 don't know how to drive, and you get a couple of
18 wheels off and you panic and you jerk and you cross
19 over, and it's not a forgiving road. And cutting the
20 banks, bringing some driveways and some roads in more
21 straight, those are all the things that we are in
22 favor of. And thanks for the opportunity to say it.

23 MR. OZMENT: Thank you.

24 MR. NAGI: Allan Novak or Joe Smith?

25 MR. OZMENT: Come on down.

1 MR. SMITH: Good evening, Gentlemen, and
2 thanks for the opportunity to make a comment or two.
3 I've been sitting up in the seats there wondering how
4 in the world we were going to get...

5 MR. OZMENT: I'm sorry, Sir. Sir, your
6 name and your address.

7 MR. SMITH: I'm sorry. My name is Joe
8 Smith, and I live at 5110 Foxfire Trail, which is off
9 of Old Island Road, and I was over there just
10 contemplating how we were going to have a four
11 percent traffic reduction by the time the road was
12 built. And, of course, thank you for clarifying that
13 - that it's not a four percent reduction. It's a
14 lower projected growth rate. But the thing that was
15 still bothering me a little bit was we are building
16 or we will be building a road hopefully for some
17 purpose way out several years from now, hopefully not
18 too many but quite a number. And whatever the
19 traffic is going to be on that day when the new road
20 opens up, no one here knows what it's going to be.
21 And if we build behind ourself and the growth is
22 faster than is projected, by the time we get the road
23 built, we may be out here again talking about the
24 next plan to build the next road because we're
25 already inadequate at that point in time. I've seen

1 it happen in some cities. You gentlemen have as well
2 where they have continuous road construction. By the
3 time you finally get a street that's -- Knoxville is
4 a good example. You get it done, and by the time
5 you've got it done, it's already outdated. You need
6 to do it again. We'll be spending taxpayer money. I
7 know a lot of my neighbors are in favor of Option B
8 Modified, and it certainly has less environmental
9 impact, but that said, let's don't under build this
10 thing. Let's make sure we're building enough road so
11 at least when it's built, it's adequate, and
12 hopefully for some time after that. Otherwise,
13 Option B, which is the lowest up front cost right
14 now, could turn out to be far and away the most
15 expensive option if you have to come back and do the
16 project again. Thank you.

17 MR. OZMENT: Thank you, Sir.

18 MR. NAGI: Allan Novak?

19 MR. ____: Would that be Allan Newland?

20 MR. NAGI: Sir?

21 MR. ____: Would that be Allan Newland?

22 MR. NAGI: No. I see Allan Novak.

23 MR. OZMENT: He left us.

24 MR. NAGI: Okay. Moving on with Jim
25 Fuller, Ken Pate, Allan Newland, Jay Schlag. Jim

1 Fuller, Ken Pate, Allan Newland, Jay Schlag.

2 MR. FULLER: Jim Fuller. I'm at 264 Cane
3 Drive off of Fall Creek. I've been driving the road
4 for 50 years and when I came to Eastman in '63. I
5 would encourage the best road we can put in beyond
6 any question. The traffic from Central to Kingsport,
7 from Blountville to Kingsport back and forth, the
8 area is going to grow if we have a highway. That's
9 all we can say.

10 And then I want to tell you a little story.
11 My wife was killed in '88 on Interstate 81. A lady
12 got on at Exit 66 and went three and a half miles in
13 the wrong direction and hit her head on. I can't
14 tell you what that Friday night was like alone in the
15 bed when I'd been with her for 28 years and in love
16 with her for 32. I have two friends. Jimmy Light
17 lived in front of me when I lived on Shiloh Private
18 Drive, and his wife, Pam, was killed between the
19 guardrails at the cemetery in front of whatever the
20 -- what's the...

21 MR. OZMENT: Yancey's Tavern?

22 MR. FULLER: Yeah. She hit black ice early
23 in the morning going to work, turned sideways, no
24 place to go and was T-boned in the side with a
25 neighbor coming home from Eastman. Killed her. He

1 experienced the same thing I did.

2 And then recently Scott Mendenhall's wife
3 was killed after they pulled out going to Kingsport
4 to eat. A lady, a neighbor came out of her house.
5 The road is very unforgiving. You can't even tune
6 your radio on it, you know. And so she came out of
7 her house, hit the ditch, lost control, pulled back
8 across in front of them and hit them head on. Scott
9 was out of work quite a while. He went home the same
10 way I did - to an empty bed, no children. And I'd
11 just like to encourage you. The road is very
12 unforgiving, and I know this is an emotional appeal,
13 but emotions are part of it, too, not just the
14 dollars and cents. Whatever we have to do to get
15 through the cemetery and the tavern or whatever,
16 let's do it. Bite the bullet and do it, and let's
17 make it safe for somebody that's driven it 50 years.
18 Thank you.

19 MR. OZMENT: Thank you, Sir.

20 MR. PATE: My name is Kenneth Pate. I live
21 at 3913 Foxfire Lane. I've lived in this area for 47
22 years. I drive 126 pretty much every day. Most of
23 the time I come out on Island Road and turn toward
24 Kingsport, but many times I come out Island Road and
25 turn towards the interstate. So I drive both

1 directions.

2 Somebody said that there had been a decline
3 in traffic on this highway. I haven't seen that. In
4 fact, when I first moved out here, when I went to
5 work in the morning, I could drive down to the
6 highway. I didn't have to even look. I could pull
7 out on the highway and go to work. Didn't have to
8 worry about traffic. You sure can't do that now.
9 And in the evening it's bumper to bumper going home.
10 I come through the drag strip on top of Chestnut
11 Ridge up there, and people can't go anywhere, but
12 they're going to get around you, you know. You're
13 going to be behind them. That's for sure. And if it
14 had not been for the fact that the roadway is a
15 little bit wider through there, even though the lanes
16 are painted narrow, there would have been a lot of
17 collisions there because I've seen people just charge
18 down that turning lane in order to get around another
19 couple of cars, you know.

20 If I remember or if I know correctly about
21 this Alternate B, you're ending the four-lane section
22 at Lemay. Is that correct?

23 MR. OZMENT: Ending the four lane at LeMay?

24 MR. PATE: Where you come down Chestnut
25 Ridge there at Holiday Hills, isn't that what that

1 alternate is?

2 MR. OZMENT: Yes. Yes.

3 MR. PATE: Yeah. How in the world anybody
4 could think that that was a natural place to end that
5 is beyond me. And even out at the cemetery there,
6 that just doesn't look natural. I think, and I'm
7 probably in the minority, that the best option would
8 be to four lane this road all the way to the
9 interstate because one of these days it's going to be
10 that way, and it's going to be cheaper to do it now
11 than it will be to keep coming back and piecemealing
12 this thing. I've seen that happen a lot of places,
13 and we've been talking about this for ten years, and
14 we're no closer right this minute than we were ten
15 years ago. So the cost, how much has it gone up in
16 ten years? I'm sure it's at least doubled what it
17 would cost to build that road to what it would have
18 ten years ago. So I'm not disrespecting any of the
19 people here. Everybody has got an opinion. I've got
20 mine. I think it would be a much safer road if we
21 had a four-lane road all the way through. The other
22 day I was driving a bus and came by the beer store
23 there on 126 just before you get to Fall Creek Road.
24 There's a straight shoot, although it's a short
25 straight shoot. I was doing the speed limit with the

1 bus, but somebody in a little sports car decided I
2 wasn't going fast enough, and they passed me through
3 there, and nobody happened to come out of the beer
4 store, thank goodness, because they sure couldn't
5 have stopped. And as far as these rumble strips, me
6 and my wife were coming home from town here a while
7 back, and we met a Jeep that was pulled halfway of
8 the vehicle across those rumble strips coming right
9 straight at us. And it's through that section of the
10 S-curve, and there's guardrails through there. We
11 got over as far as we could and could go no further,
12 and I didn't know whether he was going to miss us or
13 not. Thank goodness he did. But the rumble strip
14 didn't have much effect on him. But I just think a
15 four lane all the way is a better option for us. I
16 think eventually it will be done, and in all honesty,
17 I don't think I'll ever see that road built. There's
18 a lot of people here that will never see it built.
19 If we started on that thing right now, you know,
20 we're talking 15 years down the road before that road
21 will be built. So I think we do need to do
22 something. I think we need to get on with it. Thank
23 you.

24 MR. OZMENT: Appreciate your opinion.

25 Thank you, Sir.

1 MR. NAGI: Allan Newland or Jay Schlag.

2 MR. NEWLAND: My name is Allan Newland. I
3 live at 5301 Lonesome Pine Road in Indian Springs.
4 First, I'd like to make a comment that I think the
5 folks opposed to the four lanes are much more
6 motivated to come out and speak than the ones that
7 are in favor of it, even though on at least two
8 different polls that you did, the folks in favor of a
9 four lane were overwhelming in favor of that in your
10 own documentation.

11 But anyway, when I came to Indian Springs
12 in 1974, we had a doctor's office. We had a dentist
13 office. We had a service station, full service. We
14 had an auto parts store, grocery store, later on a
15 full-service grocery store. All those gone now. And
16 I think the reason is that nothing has been done to
17 126. And I definitely am in favor of four laneing
18 it. I'm sure that it's not going to be all done now,
19 but I agree that eventually it will be done, but in
20 order to get it started, you need to four lane it all
21 the way to Cooks Road. Every community in this area
22 has got a four-lane access to grocery stores or
23 hospitals except Indian Springs, and we need it, too.
24 Thank you.

25 MR. OZMENT: Thank you, Sir.

1 MR. SCHLAG: My name is Jay Schlag. I live
2 at 1017 Tiptop Avenue, Kingsport. I do not live in
3 the area. I have family, adopted family that do live
4 in the area, and I work in the area. I travel 126
5 every week and up and down the side roads picking up
6 garbage. I am one of the traffic hazards. I realize
7 that. We do what we can to minimize our impact.
8 Have you as the engineers in this Planning Committee
9 considered the impact that the traffic delays that
10 you're going to have while you're doing this
11 construction into the little side communities?
12 There's already people cutting down Holiday Hills,
13 Island Road, and they're booking down these roads to
14 try and get somewhere else. You start doing major
15 construction and rework and everything else, you're
16 going to increase traffic into these side
17 communities. I think that's something most people
18 don't think of and haven't realized.

19 And as far as the City of Kingsport
20 deciding that they want something done with a road
21 that runs outside of the city, I'm sorry to whoever
22 is offended. My parents own property out in the Rock
23 Springs area that was annexed. The city doesn't care
24 about the people that they're annexing. They don't
25 care about the property that they're taking. They

1 don't care about what you earned with your liberty,
2 what your family has had. They don't care. I ask,
3 Gentlemen, that you take this into account when you
4 think about taking the property that someone has
5 earned with their blood, sweat and tears so that
6 other people who are not directly affected can get a
7 little bit more money in their pocket. I moved out
8 in the county originally to get away from the city.
9 If you don't like the county, move into the city.
10 You want city living. Move there. I'm sorry. I
11 can't stand Knoxville. I can't stand Johnson City.
12 I originally moved out here 13 years ago from
13 California. I love it out here, and I love the
14 country. I've driven that road for 13 years,
15 motorcycles, cars, pickups, vans, commercial vehicles
16 in every weather situation that's happened over the
17 last 13 years. That's not a dangerous road. The
18 drivers on it are dangerous. The people who were
19 talking about people coming across the median, that's
20 not the road's fault. It's the people on the road.
21 Please also keep that in consideration when you're
22 talking about penalizing and taking property from
23 people because of the mistakes of others. My
24 condolences to those that have lost family, to those
25 that have suffered accidents. I do severely offer my

1 condolences, and I feel for you, but you don't have
2 to steal from others to try and prevent. Thank you.

3 MR. OZMENT: Thank you, Sir.

4 MR. NAGI: Here are our last three
5 speakers: Wendy Gordon, Judy Murray, Rann Vaulx.

6 MS. GORDON: Yes. Wendy Gordon, 326 Wine
7 Circle. I spoke earlier this morning, and I want to
8 make one clarification. I misspoke, and I said that
9 Commissioner Nicely wagged his finger at us and told
10 us a year and some odd months ago that TDOT would not
11 overbuild this road. It was Ed Cole. Sorry. So,
12 still, you know, a different administration, but I
13 just wanted to clarify that, that it was not Nicely.
14 I misspoke.

15 I want to thank you guys again because
16 there are a lot of people that weren't here earlier.
17 You all have done a tremendous job so far with a
18 really tough charge. You have taken into account --
19 there's a real changing of the guard at TDOT, and
20 it's just tremendous to witness. I've been to every
21 single meeting and public hearing that you guys have
22 had. I've spoken at quite a few of them, and it is
23 just an honor really to see the changing of the guard
24 at TDOT. Thank you.

25 My issue, I lived in Middle Tennessee and

1 drove professionally, drove a UPS truck for twelve
2 and a half years. I drove Highway 70 in DeKalb
3 County and into Wilson County most of that time.
4 Highway 70 is a road that when I started driving was
5 very much like Highway 126, the topography incredibly
6 similar, incredibly. TDOT came through and built a
7 wider, straighter, flatter four lane. The problem
8 and the misconception is I hear a lot of people
9 tonight talking about a safer road, and they all
10 assume that a safer road is a divided four lane.
11 When we're talking about our interstates, which are
12 designed as limited access roads, that is true, but
13 when we're talking about Highway 70 in DeKalb County
14 and Wilson County and when we're talking about a
15 divided four lane in Sullivan County with no limited
16 access, very few roads, very few access roads
17 eliminated and only a handful of homes -- I know 104
18 is still a lot, but there's still 160 left, you know,
19 that you didn't take as opposed to Plan A. You are
20 creating -- I drove the road every day almost, and I
21 would speed. The posted speed on that road was 45
22 miles an hour. I would run 70 because I had things
23 to do and places to go and lots to do in the day. I
24 would be passed by people on a regular basis probably
25 doing 90, 95 miles an hour. Passed me like I'm

1 sitting still.

2 Here's the fact. This is not opinion.
3 This is fact. I don't have the data. I plan on
4 driving to Middle Tennessee and going to the THP
5 office and looking up the fatality rate. You can't
6 get it just for segments of roads, but I can tell you
7 this from being there, living there, driving up on
8 these accidents, they were horrific in nature. When
9 you have people running 90 miles an hour and hitting
10 each other head on or T-boning each other, it is
11 grotesque. Cars are obliterated. It's horrific.
12 And as TDOT's data on all other segments, it hasn't
13 held true for the small, tiny section of Highway 126
14 that is four laned, but by and large, in Sullivan
15 County it's fact. This isn't opinion. It's facts.
16 Four lanes, the non-limited access four lanes are not
17 safer. More fatalities happen there than do on two
18 lanes. So we would like to applaud you for scaling
19 back, for maybe putting the road on a road diet, and,
20 you know, I know that there's a whole planning theory
21 out there with a road diet. Thank you. You guys
22 have done a tremendous job. We are really interested
23 in safety, and we're glad that you guys are, too.
24 Thank you.

25 MR. OZMENT: Thank you.

1 MR. NAGI: One of the name -- with Dave
2 Dots. So our last three figures are now Rann Vaulx,
3 Judy Murray and Dave Dots.

4 MR. DOTS: I'm Dave Dots. I live at 5372
5 Memorial Boulevard. I also own a business at 5376
6 Memorial Boulevard. One of the things I've been
7 listening to everybody speak about, I think in my
8 opinion the Alternative A, I am very much in favor of
9 a four lane, but I also think that maybe we could do
10 away with the sidewalks. I don't believe anybody is
11 going to be walking down Memorial Boulevard at any
12 point in time. So that's one thing.

13 The other thing I was mentioning, too, was
14 possibly with the four lane is to keep the truck
15 traffic down is to put traffic lights at major
16 intersections. Not only that, for safety, too, as
17 well as turning out on four-lane highways. Some of
18 those proposed intersections I was thinking about
19 would be Cooks Valley, Lemay, Stage Coach, Briarwood,
20 Island, Harrtown, Overhill, right here at Carolina
21 Pottery. I think that some of the improvements that
22 would be made, you know, with speed, be taking that
23 into factor with the four lanes is if we had traffic
24 lights at major intersections. It's going to slow
25 people down because they know that there's going to

1 be a light up there that's probably going to turn
2 red. And that way, you know, they're not going to be
3 buzzing a four-lane highway. That's one of the
4 things I think would probably be the best thing
5 because I'm looking at the future. I'm looking at
6 maybe growth rates are down now, but they're going to
7 be rising. I'm from a larger city. I've only lived
8 at my address for about three and a half years, and I
9 know some of you all have lived in this area for 60
10 and 70 years, and I understand that, you know, those
11 are your home places and that you're going to lose
12 that possibly if the big road comes through, and I
13 also understand that the East Lawn Cemetery grave
14 sites is a major impact and Yancey's Tavern as well,
15 too. But what I've seen in this area -- I've lived
16 in East Tennessee now for about twelve years, and
17 I've been driving down Memorial Boulevard for almost
18 that long, and I've bought property out here because
19 I like the area, plus I needed some commercial
20 property for my business. But I think we've got to
21 look at the growth in the next 30 and 40 years. We
22 can't just look -- I think one of you had mentioned
23 under building the road, and I've seen that a hundred
24 thousand times in the big cities where they build the
25 road and it's immediately outgrown and they're having

1 to start road construction once again. And so that
2 can be a real major factor in taxpayers' dollars and
3 money that's spent. I think we need to build the
4 road and build it right, and I think a four-lane
5 highway would be the way to go, but the traffic
6 lights would be also a very good improvement on the
7 major intersections for safety and turning onto that
8 four-lane highway. And, of course, also
9 straightening it as much as possible, not only
10 vertically but horizontally as well and then also
11 trying to minimize the impact of how many houses that
12 we do take and how many business that we do take in
13 the process. So that's what my opinion is, and I
14 appreciate the time. I appreciate you guys coming
15 out.

16 MR. OZMENT: Thank you very much.

17 MR. VAULX: I am Rann Vaulx, and I live at
18 405 Wine Circle, and I am also an owner of Yancey's
19 Tavern. And I do appreciate Commissioner Schroer and
20 all of your staff's efforts that you have made to
21 address these concerns. There's no question what the
22 road needs shoulders. Shoulders or rumble strips
23 could have certainly prevented the last head-on
24 fatality we had, Donna Feathers Mendenhall, a friend
25 of mine, as is her Feathers family. That is

1 certainly an improvement that has long been needed,
2 which you have addressed. All of the business about
3 multi lanes could easily be overbuilding based on the
4 gentleman's traffic projections, and you do the best
5 you can with what forecasts you have. But as far as
6 Yancey's Tavern, it may surprise you to learn that
7 you can buy and demolish a national registered site.
8 You just can't do it with federal funds. The
9 national registered sites really have very little
10 protection. In a federally funded project, you're
11 really not supposed to adversely impact. And you've
12 done at least what you could to minimize the impact
13 of this, and I applaud that you're not going to move
14 any graves. That was appalling. But, again, I beg
15 that you don't overbuild the road based on dreams of
16 development and false projections. I think you've
17 done a great job, and I certainly favor the Modified
18 B. Thank you ever so much.

19 MR. OZMENT: Thank you, Sir.

20 MR. NAGI: Judy Murray.

21 MS. MURRAY: I think my points have been
22 covered.

23 MR. NAGI: Thank you, Ma'am. Are there any
24 elected public officials that would like to speak
25 now? All right.

1 MR. OZMENT: Well, I think -- is there
2 anyone else that didn't get to sign up that has a
3 question that we didn't call your name. Excuse me.
4 The City Fire Department. Did I say volunteer?
5 Okay. All right. Thank you. Well, I'd like to
6 thank you all for coming out and sharing your
7 opinions tonight. I think that once you sit and
8 listen to your friends and your neighbors in your
9 community and what we have had to take in and work
10 with, you can quickly start to see how there are
11 multiple opinions and lots of impacts that are to be
12 taken into account in a decision like this. It's not
13 clear as to any particular choice. That's why we're
14 here - to gather this information, to blend it with
15 what we know about the engineering side of things and
16 the safety components of different types of roads
17 under different traffic circumstances. There's a lot
18 more technical things we could have talked about
19 probably but didn't. But anyway, we certainly
20 appreciate that. As I said earlier and maybe it
21 wasn't noted, that laws require us to actually avoid,
22 minimize and mitigate impacts when we have an
23 opportunity. And in some cases in doing so, that
24 means that it's not the biggest thing because the
25 biggest usually carries the biggest impacts as well.

1 So we have certain laws that are involved that we
2 have to abide by as well. We certainly want to be
3 forward thinkers in looking at what the future holds
4 and what needs to be done for the community at the
5 same time. So to all of those who have spoke
6 tonight, we certainly appreciate your input, and we
7 certainly want to issue our condolences to all of you
8 who have lost friends and neighbors and loved ones in
9 the years past in this road. Clearly, everything
10 that you said about the road hopefully we sort of
11 talked about, you know. There are no shoulders.
12 There is bad traffic. Obviously, drivers play a role
13 in that as well. To the degree that we can, we hope
14 to be able to improve this situation for you, and,
15 again, we thank you for coming out tonight, and we'll
16 have people over here for a little while. So if you
17 all want to come and ask individual questions, please
18 come on forward. Thank you.

1 COMMENTS TO COURT REPORTER

2
3 MS. ROBINETTE: Rena Robinette, 387 Holston
4 Drive, Blountville, Tennessee 37617, and I am not in
5 favor of the road widening if it's going to impact
6 East Lawn Cemetery. I have family members that are
7 buried already in areas that I feel sure if that were
8 to happen, it would involve them. And I personally
9 feel like this is wrong, whether it's my family
10 members or somebody else's. And I do think that
11 should be taken into consideration. And I believe it
12 was five or six years ago there was a road from Stone
13 Drive to the airport that was proposed, and somehow
14 that fell by the wayside. I think that would
15 alleviate some of the traffic problem on 126 had that
16 road been built from Stone Drive to the airport. And
17 I think that's something that maybe they should
18 consider bringing back up. But those are my two
19 comments, my two thoughts about the matter.

20 * * * * *

21 MS. FEATHERS: Betty Feathers, 1957 Island
22 Road, Blountville, Tennessee 37617, and I'd just like
23 to say a thank you for the speed limit being lowered
24 to 45 all the way through this highway and that the
25 Highway Patrol are enforcing that speed limit on

1 motorcycles, but there's not many places they can
2 pull anyone off the road, but they're working on it.
3 Thank you.

4 * * * * *

5 MR. MENDENHALL: All right. My name is
6 Scott Mendenhall. I live at 161 Wembeck Drive,
7 Kingsport, Tennessee 37664. And my opinion on this
8 highway, they need to four lane it all the way
9 through. For one reason, because of accidents, and
10 for the main reason, if they had done something
11 sixteen years ago like they said they was going to,
12 my wife might be living today.

13 * * * * *

14 MR. ELTON: Keith Elton, 4841 Peers Street,
15 Kingsport, Tennessee 37664. My comments in relation
16 to the Highway 126 would be that if they were to
17 close Shuler Avenue where it joins 126 and make a
18 cul-de-sac, they should close Shuler Avenue at the
19 other end where it comes off Cooks Valley Road.
20 Shuler Drive and Lemay and Peers Street are
21 overwhelmed right now with traffic coming off Cooks
22 Valley, Harbor Chapel, Fall Creek, several hundred
23 cars a day, and they would all be diverted to Peers
24 and Lemay Street. That's where I live. And cars
25 already fly by there, and they don't stop at the stop

1 sign, and this will just increase the dangers in our
2 neighborhood twenty fold because the amounts of
3 traffic that will come through would be all falling
4 into one small, residential street as opposed to two.
5 One of the reasons we didn't buy a house on Shuler
6 Avenue was because of the traffic that connects
7 between Cooks Valley Road and State Route 126. So we
8 found another house on a side street where the
9 traffic wasn't so overwhelming. Now if they close
10 Shuler at 126, all the traffic will be diverted to
11 Peers Street and Lemay, and that is dangerous for our
12 community. It's dangerous for my kids, and it's
13 dangerous for my grandchildren to have all that
14 traffic coming by my house.

15 Also, I drive 126 every day between Peers
16 Street and Blountville, Tennessee. The road is
17 perfectly -- it's a perfectly good road. The
18 problems we have on 126 is 126 is not a very
19 forgiving road, but it's a perfectly good road. The
20 accidents that I'm aware of are not any fault of the
21 highway. They're the fault of inattentive drivers,
22 people that follow too close, people who go too fast,
23 people that text, people that eat on the way to work,
24 people that apply makeup on the way to work. It is
25 people that are distracted drivers and speeding

1 and/or reckless drivers. It's never been the road's
2 fault. We've had representatives from the state and
3 City of Kingsport blame this road for all the death
4 and destruction of our innocent children and
5 citizens, but by the same token, they said that
6 between Johnson City and Kingsport. So they built
7 this fabulous road called Interstate 26. And
8 Interstate 26 has a high rate of death, serious
9 injuries, really, really serious accidents, and
10 that's a perfectly good, federally funded, four-lane
11 highway. And that didn't cure what the problem was.
12 The problem was drivers on the highways not paying
13 any attention and disobeying every traffic law in the
14 book. Thank you so much.

15 * * * * *

16 MR. FLOYD: This is Tom Floyd. I live at
17 4409 Green Springs Circle, Kingsport, Tennessee
18 37664. I wanted to leave a comment on Alternate B
19 Modified. That seems to be the only schematic or
20 diagram that shows a Trinity Lane connection in the
21 sense that it's taking I guess the right-of-way of my
22 existing private driveway and making it a through
23 road onto Trinity Lane. It's not clear to me why
24 that property is being taken. So I guess I need an
25 explanation and why is it not on the other two

1 diagrams, and I guess a little bit more explanation
2 about the process of taking that road. I believe
3 that's all I want to leave.

4 * * * * *

5 MR. HOLMAN: My name is Erwin Holman. I
6 live at 180 Gravel Top Road, Blountville, Tennessee
7 37617. I have a concern on the construction from the
8 standpoint is I own a lot that's about 400 east of
9 Gravel Top Road, and it's adjacent to 126, and I want
10 to make sure that I have a drive accessible off of
11 126 when the construction is finished. Right now
12 there is a culvert that was installed by the State of
13 Tennessee back 40 years ago that provides me access
14 to there. They used that lot as a fill area 40, 50
15 years ago, put the culvert in to maintain the
16 creek/stream flow. And so I want to make sure that
17 that culvert and I have access to 126 for that lot.
18 Thank you.

19 * * * * *

20 COURT REPORTER: Okay.

21 MR. JOHNSON: My name is Fred Johnson. I
22 live at 125 Wonderland Drive, Kingsport. Make the
23 road a road for the living and not for the dead.
24 Thank you very much.

25 THIS COMPLETES THE PUBLIC HEARING AND COMMENTS.

Barringer Court Reporting
P.O. Box 8035, Gray, TN - 423-477-7844

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CERTIFICATE

This TDOT Public Hearing was recorded on
December 11, 2012 by Cathy Heinze and Debbie Ramey of
Barringer Court Reporting, Gray, Tennessee.

I, C. D. Neal, Notary Public and Licensed
Court Reporter, Barringer Court Reporting, hereby
certify that the foregoing is a true and complete
transcript of said hearing re: SR 126, Sullivan
County, Tennessee, held at the Sullivan Central High
School, Blountville, Tennessee.

WITNESS my hand and official seal at Gray,
Tennessee, this the 18th day of December 2012.

NOTARY PUBLIC

My Commission Expires: October 24, 2016.

Your Name: Robert Booher

Date: 12-11-12

Mailing Address: 5013 Memorial Blvd
Kingsport, TN 37664

County of Residence: Sullivan

Phone Number (optional): 423-212-0565

E-mail Address (optional): rcb.sparkle@charter.net *Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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Project Meeting Comments
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Or contact Gary King, TDOT Project Manager at Gary.King@tn.gov

Or (615) 741-4777

**State Route 126 Corridor Improvement Project
Public Hearing, December 11, 2012
Kingsport Civic Center Auditorium
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☐ No Build (no improvements to existing roadways)

☒ Build Alternatives; Circle A or B or B Modified

Please list reasons for choosing your preferred alternative (Please Print Clearly).

This road needs to be fixed. We need a four lane I live & drive on this road everyday. Too much traffic too many accidents.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☐ Noise Impacts

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Historic/Archaeological Resources

☐ Impacts to Farmlands

☐ Floodplain Impacts

☐ Air Quality Impacts

☐ Other(s) – Please described below

Your Name: ED LEEPER JR

Date: 12/11/12

Mailing Address: 905 MEADOW LANE

County of Residence: SULLIVAN

Phone Number (optional): (423) 239-8925

E-mail Address (optional): (423) 930-7554

*Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

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Please list reasons for choosing your preferred alternative (Please Print Clearly).

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

PINECREST - LOST OF PARKING FOR 15 SUITS - OFFICE LAUNDRY

SUNNY TERRACE LOST OF PARKING SUITS.

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) - Please described below

(Kingsport Civic Center Auditorium)

Your Name: Craig Moody

Date: 12-11-12

Mailing Address: 157 Wembeck Dr.
Kpt. TN. 37664

County of Residence: Sullivan

Phone Number (optional): 423-288-5986

E-mail Address (optional): _____
*Please make sure to include your name and/or address on
your submitted comments form in order to be included in the official record.

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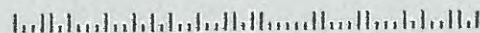
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Please list reasons for choosing your preferred alternative (Please Print Clearly).

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What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

- | | |
|--|---|
| <input checked="" type="checkbox"/> Impacts to Natural Resources | <input type="checkbox"/> Noise Impacts |
| <input type="checkbox"/> Impacts to Communities/Neighborhoods | <input type="checkbox"/> Impacts to Historic/Archaeological Resources |
| <input checked="" type="checkbox"/> Impacts to Farmlands | <input type="checkbox"/> Floodplain Impacts |
| <input type="checkbox"/> Air Quality Impacts | <input type="checkbox"/> Other(s) – Please described below |

Why ARE YOU taking MORE Property From 4713 Mem. Blvd.
IN B-Modified than other ALTERNATIVES.
VERY CONCERNED ABOUT PASTURELAND.
SMALLER ROAD MORE PROPERTY?
THERE ARE SPRINGS ON BOTH SIDES OF THE FARM. What do you
do about these.

(Kingsport Civic Center Auditorium)

Your Name: (Dr.) Carlotta Paulsen Date: 12/11/12

Mailing Address: 4501 Stagecoach Rd
Kingsport TN 37664

County of Residence: Sullivan

Phone Number (optional): 423 378 9361

E-mail Address (optional): cpaulsenboaz *Please make sure to include your name and/or address on
@charter.net
your submitted comments form in order to be included in the official record.

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☐ Build Alternatives; **Circle** A or B or B Modified

Please list reasons for choosing your preferred alternative (Please Print Clearly).

I do not believe that current traffic levels, or those in the next decades, will justify the extent (& cost) of either alternative A or B. Additionally, I feel strongly that historic sites such as Yancy's Tavern should be protected as well as the lovely forested slopes of NE Tennessee. I do feel though, that improvements to the current road are a necessity for the safety of our community.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

I am most concerned about damage due to erosion on these very steep slopes during construction & also afterwards should the drainage issues posed by the increased road width, hillside regrading, & loss of tree cover not be adequately addressed. (PS I live on the down hill side of the roadway!)

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☒ Impacts to Natural Resources

☒ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☒ Noise Impacts

☒ Impacts to Historic/Archaeological Resources

☒ Floodplain Impacts

☐ Other(s) – Please described below

Your Name: Kimberly Strouth
Mailing Address: 5013 Memorial Blvd
Kingsport, TN 37664
County of Residence: Sullivan
Phone Number (optional): 423-212-0565
E-mail Address (optional): Krs3502@charter.net

Date: 12-11-12

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Please list reasons for choosing your preferred alternative (Please Print Clearly).

I live on 126 and drive this road every day. This road is dangerous. I am urging you to please fix this road it is long overdue. Save lives fix road!

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☐ Noise Impacts

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Historic/Archaeological Resources

☐ Impacts to Farmlands

☐ Floodplain Impacts

☐ Air Quality Impacts

☐ Other(s) – Please described below

Your Name: FRANK CASTLEBERG

Date: 12-12-12

Mailing Address: 5042 County Dr
Ksp TN 37664

County of Residence: Sullivan

Phone Number (optional): 423 323 201 ✓

E-mail Address (optional): MFCAS59@AOL.COM *Please make sure to include your name and/or address on your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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JOHNSON CITY TN 376

12 DEC 2012 PM 1



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Of the alternatives presented, which alternative do you prefer: (CHOOSE ONLY ONE)

- ☐ No Build (no improvements to existing roadways)
- ☐ Build Alternatives; **Circle** A or B or B Modified
- Reverse A - Have 3 lanes over the M-10, & 4 lanes from Cooks valley all the way to I-85*

Please list reasons for choosing your preferred alternative (Please Print Clearly).

The majority of residence within Indian Springs + traverse to the east & beyond. Our kids go to school, sports in the school system. Our churches are all to the east not interested in Kingsport. The four lane plus sidewalk would benefit more than the proposed A.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

discussed above.
Whatever road expansion is decided on - Red light should be placed at the intersections of Cook Valley Road and Fall Creek Road. This helps in two ways. It slows traffic at these very busy intersections (2) allow vehicles to enter I-85 at from a safety standpoint.

What concerns do you have about the environmental impacts of the project addressed in the DEIS?

Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

- | | |
|---|---|
| <input type="checkbox"/> Impacts to Natural Resources | <input type="checkbox"/> Noise Impacts |
| <input type="checkbox"/> Impacts to Communities/Neighborhoods | <input type="checkbox"/> Impacts to Historic/Archaeological Resources |
| <input type="checkbox"/> Impacts to Farmlands | <input type="checkbox"/> Floodplain Impacts |
| <input type="checkbox"/> Air Quality Impacts | <input type="checkbox"/> Other(s) - Please described below |

None of these should be of concern. This is the time to build before the area becomes even more crowded & dangerous. Fall Creek Road has grown by leaps & bounds in the last 10 yrs, & will continue to grow even more.

Your Name: DAN Cheek

Date: 12-12-12

Mailing Address: 5308 FOXFIRE PL
KINGSPOBT 37664

County of Residence: SULLIVAN

Phone Number (optional): 676-4206

E-mail Address (optional): DT Cheek@CHARTER.TN.NET

*Please make sure to include your name and/or address on

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JOHNSON CITY TN 376

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Of the alternatives presented, which alternative do you prefer: (CHOOSE ONLY ONE)

☐ No Build (no improvements to existing roadways)

☐ Build Alternatives; Circle A or B or B Modified

Please list reasons for choosing your preferred alternative (Please Print Clearly).

- 1- Provides SAFE ALTERNATIVE
- 2- FAR LESS INTRUSIVE THAN OTHER CHOICES
- 3- GANCOY'S TAVERN & CEMETARY PROTECTED
- 4- LESS COSTLY
- 5- FITS TRAFFIC VOLUME BUT OVER TIME
- 6- FAR SAFER THAN 4 LANE

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

WAS ON THE ORIGINAL CSE TEAM - ATTENDED ALL 13 MEETINGS - HAVE NOT STUDIED THE NEW ALT B, BUT IT BASICALLY IS SIMILAR TO THE EXCEPTION LETTER I SIGNED. I'M VERY HAPPY TDOT SEEMS TO BE RESPONDING TO COMMUNITY.

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

- | | |
|--|--|
| <input checked="" type="checkbox"/> Impacts to Natural Resources | <input checked="" type="checkbox"/> Noise Impacts |
| <input checked="" type="checkbox"/> Impacts to Communities/Neighborhoods | <input checked="" type="checkbox"/> Impacts to Historic/Archaeological Resources |
| <input checked="" type="checkbox"/> Impacts to Farmlands | <input checked="" type="checkbox"/> Floodplain Impacts |
| <input type="checkbox"/> Air Quality Impacts | <input type="checkbox"/> Other(s) - Please described below |

I HAVE CONCERNS ABOUT ALL ENVIRONMENTAL IMPACTS - ONE NOT SPECIFICALLY LISTED IS IMPACT TO INDIAN SPRINGS. THOSE SPRINGS HAVE HISTORICAL SIGNIFICANCE AND NEED TO BE PROTECTED - I WILL PERSONALLY SEE TO THAT. OBVIOUSLY ALT B HAS THE LESS IMPACT ON ENVIRONMENT THAN THE OTHER PLANS

(Kingsport Civic Center Auditorium)

Your Name: KENNETH & PHYLLIS COX

Date: 12-12-12

Mailing Address: 2321 AMY AV
KINGSPORT, TN 37664

County of Residence: SULLIVAN

Phone Number (optional): _____

E-mail Address (optional): _____ *Please make sure to include your name and/or address on
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

Fold at this line first

Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

NOV 12 2012
12 DEC 2012 PM 11



Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

372430332



Fold at this line second

Which describes your primary interest in the project?

☒ Affected resident ☒ Affected landowner ☐ Affected business ☒ Concerned citizen

For additional project information:

Visit the TDOT website at www.tn.gov/tdot/SR126/involvement.asp
Or contact Gary King, TDOT Project Manager at Gary.King@tn.gov
Or (615) 741-4777

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Public Hearing, December 11, 2012
Kingsport Civic Center Auditorium
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☐ No Build (no improvements to existing roadways)

☐ Build Alternatives; Circle **A** or **B** or **B Modified**

Please list reasons for choosing your preferred alternative (Please Print Clearly).

HEAVY VOLUME OF TRAFFIC. WOULD REDUCE
SEVERE ACCIDENTS.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

Your Name: John + Margaret Colley

Date: 12/13/12

Mailing Address: 4721 Edens View Rd.
King Sport, TN. 37664

County of Residence: SULLIVAN

Phone Number (optional): 423-288-4155

E-mail Address (optional): N/A

*Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

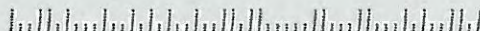
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Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332



Project Meeting Comments
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☐ Affected landowner

☐ Affected business

☒ Concerned citizen

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☒ Build Alternatives; **Circle** A or **(B)** or B Modified

Please list reasons for choosing your preferred alternative (Please Print Clearly).

B IS THE ONLY REASONABLE SOLUTION.
IS NOT MUCH MORE CHANGES THAN B MODIFIED
AND WOULD REQUIRE FURTHER EXPANSION
AT A LATER DATE.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

MOST IMPORTANT ISSUE IS SAFETY.
AS A FORMER TRAFFIC POLICE OFFICER
I UNDERSTAND WHAT CONSTITUTES TRAFFIC
SAFETY.

What concerns do you have about the environmental impacts of the project addressed in the DEIS?
Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☐ Noise Impacts

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Historic/Archaeological Resources

☐ Impacts to Farmlands

☐ Floodplain Impacts

☐ Air Quality Impacts.

☒ Other(s) – Please described below

ONLY IMPACT HERE IS LOCAL POLITICS,
THOSE WHO THINK THEY KNOW BEST FOR
EVERYONE ELSE WHEN THEIR ONLY CONCERN
IS FOR THEMSELVES + WANT TOO BE A INFLUENCE
IN THIS DISCUSSION MAKING PROCESS!

(Kingsport Civic Center Auditorium)

Your Name: JOLLY HILL

Date: 12/13/12

Mailing Address: 4407 GREENSPRING
KINGSPORT TN 37664

County of Residence: SULLIVAN

Phone Number (optional): _____

E-mail Address (optional): _____ *Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

Fold at this line first

Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

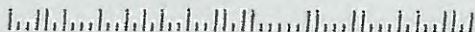
JOHNSON CITY TN

19 DEC 2012 PM 12



Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

372430332



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☒ Affected resident ☐ Affected landowner ☐ Affected business ☐ Concerned citizen

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- ☐ No Build (no improvements to existing roadways)
- ☐ Build Alternatives; Circle A or B or B Modified

Please list reasons for choosing your preferred alternative (Please Print Clearly).

DON'T LIKE THE TRINITY CONNECTOR COMING
OFF A DEAD END CIRCLE AND TAKING A
PRIVATE DRIVEWAY TO ACCESS A PUBLIC
CEMETARY.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

MAKE A MORE DIRECT ROUTE - OFF STAGECOACH
OR ANY - TO ACCESS HOUSES AND CEMETARY
NOW ON TRINITY

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

- | | |
|--|---|
| <input type="checkbox"/> Impacts to Natural Resources | <input type="checkbox"/> Noise Impacts |
| <input checked="" type="checkbox"/> Impacts to Communities/Neighborhoods | <input type="checkbox"/> Impacts to Historic/Archaeological Resources |
| <input type="checkbox"/> Impacts to Farmlands | <input type="checkbox"/> Floodplain Impacts |
| <input type="checkbox"/> Air Quality Impacts | <input type="checkbox"/> Other(s) - Please described below |

Your Name: Rodney Hurd

Date: 12-13-12

Mailing Address: 1237 Sunset Dr
Kp TN

County of Residence: Sullivan

Phone Number (optional): 423-416-3077

E-mail Address (optional): hurdproperties@aol.com

*Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

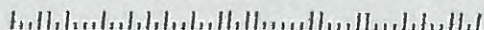
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Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332



Project Meeting Comments
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Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

37243\$0332



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☐ Build Alternatives; Circle A or B or B Modified

Please list reasons for choosing your preferred alternative (Please Print Clearly).

ThankS for not messing with the graveyard. Please look At
Shuler Dr closer IT Needs More Attention than
Its Getting

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

Shuler Dr. Needs Attention

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☐ Noise Impacts

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Historic/Archaeological Resources

☐ Impacts to Farmlands

☒ Floodplain Impacts

☐ Air Quality Impacts

☐ Other(s) – Please described below

I Don't want Flooding At 4823 or 4831 memorial

Your Name: Kathy PARHAM Date: 12-13-12
Mailing Address: 3509 Celtic Ct
Kingsport TN 37660
County of Residence: HAWKINS
Phone Number (optional): 423-247-8618
E-mail Address (optional): KMPARHAM *Please make sure to include your name and/or address on
2004@yahoo.com
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

Fold at this line first

Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332



Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

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Please list reasons for choosing your preferred alternative (Please Print Clearly).

It does not disturb cemetery.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

Thank you TDOT
as I think has best Highway
system in US!

(Kingsport Civic Center Auditorium)

Your Name: DAVID P. SALYER

Date: 12-13-12

Mailing Address: P.O. BOX 263
KPT. TN. 37462

County of Residence: SULLIVAN

Phone Number (optional): 423-676-6062

E-mail Address (optional): _____
*Please make sure to include your name and/or address on
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

JOHNSON CITY TN 376

13 DEC 2012 PM 2



Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

372430332



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Which describes your primary interest in the project?

☐ Affected resident ☒ Affected landowner ☒ Affected business ☐ Concerned citizen

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- ☐ No Build (no improvements to existing roadways)
- ☒ Build Alternatives; Circle A or B or B Modified

Please list reasons for choosing your preferred alternative (Please Print Clearly).

DO NOT move graves
Go to the left move houses

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

Please build for future

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

- | | |
|---|---|
| <input type="checkbox"/> Impacts to Natural Resources | <input type="checkbox"/> Noise Impacts |
| <input type="checkbox"/> Impacts to Communities/Neighborhoods | <input type="checkbox"/> Impacts to Historic/Archaeological Resources |
| <input type="checkbox"/> Impacts to Farmlands | <input type="checkbox"/> Floodplain Impacts |
| <input type="checkbox"/> Air Quality Impacts | <input type="checkbox"/> Other(s) – Please described below |

Your Name: MARK Addington Date: 12/14/12

Mailing Address: 263 Old Cooks Valley Rd
Kingsport TN 37664

County of Residence: Sullivan

Phone Number (optional): 423-288-7202

E-mail Address (optional): _____ *Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

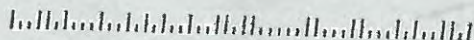
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Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332



Project Meeting Comments
Attn: State Route 126 Corridor
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505 Deaderick Street
Nashville, TN 37243-0332

372430332



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Builds the road without impacting graves or
Yancey's Tavern.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

You need to 4 lane this road all the way
from Center St to I-81.

Through use of retaining walls there is room to avoid
Graves & The Tavern. Get better ideas from engineers
or get some new engineers. St Rt 36 & St Rt
75 gets 4 lanes - Sullivan Co getting short changed!!!

What concerns do you have about the environmental impacts of the project addressed in the DEIS?

Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☒ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) - Please described below

Same answer as above - try harder!

Your Name:

Date: 12-14-12

Mailing Address:



Jackie R Martin
3821 Telstar Dr
Kingsport TN 37664-3434

County of Residence:

Sullivan

Phone Number (optional):

(423) 246-4504

E-mail Address (optional):

fourjacksons@embarqmail.com

*Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

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Project Comments
Tennessee Department of Transportation
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Nashville, TN 37243-0332

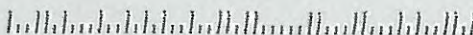
JOHNSON CITY TN 37603

12 DEC 2012 PM 1:16



Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

372430332



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☐ Affected business

☒ Concerned citizen

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Please list reasons for choosing your preferred alternative (Please Print Clearly).

(Four lanes 126) From Harbor Chapel Road to Cooke Valley Road after road onto 126 should be closed have traffic use two exits Harbor Chapel Road + Cooke Valley Rd. red light at Cooke Valley rd. Harbor Chapel rd. has a red light now.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

This road 126 should be four lanes (8) miles for future years to come.

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

*East Lawn Memorial Gardens Cemetery should have #1 priority over Yancey's Tavern as #2 and safety always should rule.
I do have property on 126 and East Lawn Cemetery. Safety is my main concern.*

(Kingsport Civic Center Auditorium)

Your Name: Merton Dibble

Date: 17-Dec-2012

Mailing Address: 4796 Eden's View Rd

County of Residence: Sullivan

Phone Number (optional): 423 288 4474

E-mail Address (optional): mdibble@chartertn.net Please make sure to include your name and/or address on your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

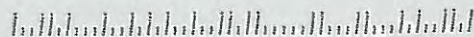
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Please list reasons for choosing your preferred alternative (Please Print Clearly).

Minimum disruption

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

I am concerned about safe access to Chestnut Ridge (Eden's View Road and Old Stage Road) during inclement or icy weather due to the loss of the Chestnut Ridge Road access. This is the only non-steep route to the top of the ridge for normal or emergency traffic. I would suggest allowing access from Eaton's Station Road to Chestnut Ridge Road.

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

Your Name: Malcolm M. Jones

Date: 1-2-13

Mailing Address: 1140 Knollwood Lane
Kingsport, TN 37660

County of Residence: Sullivan

Phone Number (optional): 423 246 4072

E-mail Address (optional): zelig40@gmail.com *Please make sure to include your name and/or address on
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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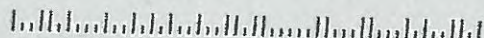
Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

NORTHEASTERN
TN 376 41
12 JAN 2013



Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

37243\$0332



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Which describes your primary interest in the project?

☐ Affected resident ☒ Affected landowner ☐ Affected business ☐ Concerned citizen

For additional project information:

Visit the TDOT website at www.tn.gov/tdot/SR126/involvement.asp
Or contact Gary King, TDOT Project Manager at Gary.King@tn.gov
Or (615) 741-4777

**State Route 126 Corridor Improvement Project
Public Hearing, December 11, 2012
Kingsport Civic Center Auditorium
Public Comment Form**

The Tennessee Department of Transportation (TDOT) has prepared a Draft Environmental Impact Statement (DEIS) for the proposed State Route 126 Corridor Improvement Project. TDOT is interested in your comments regarding the alternatives presented in the DEIS and in any areas of concern you may have regarding the environmental analysis of the alternatives. Please return comment form postmarked no later than **January 31, 2013**.

Of the alternatives presented, which alternative do you prefer: (CHOOSE ONLY ONE)

☐ No Build (no improvements to existing roadways)

☐ Build Alternatives; **Circle** A or B or B Modified

Please list reasons for choosing your preferred alternative (Please Print Clearly).

Less impact
Will not devastate Chestnut Ridge
We do not need A 4 lane to Interstate just more Alert drivers

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

Heavy does did shoulders

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

<input type="checkbox"/> Impacts to Natural Resources	<input type="checkbox"/> Noise Impacts
<input type="checkbox"/> Impacts to Communities/Neighborhoods	<input type="checkbox"/> Impacts to Historic/Archaeological Resources
<input type="checkbox"/> Impacts to Farmlands	<input type="checkbox"/> Floodplain Impacts
<input type="checkbox"/> Air Quality Impacts	<input type="checkbox"/> Other(s) – Please described below

Your Name: Rosemarie Lane

Date: 1-3-13

Mailing Address: 4216 Skyland Lane
Kingsport, TN 37664

County of Residence: Sullivan

Phone Number (optional): 423-306-9315

E-mail Address (optional): _____ *Please make sure to include your name and/or address on
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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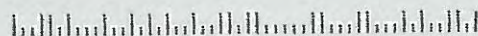
Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

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TN 37664
09 JAN 2013 PM



Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

372430332



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☐ Build Alternatives; **Circle** A or B or B Modified

Please list reasons for choosing your preferred alternative (Please Print Clearly).

Alternative "B" has more 4 lane sections which we need - Lets fix Route 126 now and not compromise - We are a growing City & County fix Route 126 so we can continue to grow and not regret short cutting this project

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

Leave the graves & Yancy Tavern - Rt 126 need the 4 lane from Harbor Chapel Rd to Cooks Valley Rd - at least to the Kingsport City Limits - also need turning lanes at Harbor Chapel Rd

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) - Please described below

Your Name: Susan Owenby

Date: 1/13/13

Mailing Address: 5149 Spring Hill Dr.
Kingsport, TN 37664

County of Residence: Sullivan

Phone Number (optional): 423-288-2779

E-mail Address (optional): _____
*Please make sure to include your name and/or address on
your submitted comments form in order to be included in the official record.

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Project Comments
Tennessee Department of Transportation
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Nashville, TN 37243-0332

Place
Stamp
Here



Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
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Please list reasons for choosing your preferred alternative (Please Print Clearly).

No graves disturbed. Vancey's Tavern would not be greatly changed. With B Modified less property, homes and businesses would be disturbed. It will allow for wide shoulders which are much needed. Modified B would give police a safe way to patrol for speeders with shoulders to pull vehicles over.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

Plan A is not needed. We don't need a four-lane highway cutting through the community. A four-lane would encourage speeding and take too much property. Plan B still takes graves and no one wants graves disturbed. B Modified seems to be a good compromise.

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

Your Name: Jim Van Bramer

Date: 1-17-13

Mailing Address: 1409 Brightbridge Dr.
Kingsport, TN 37664

County of Residence: Sullivan

Phone Number (optional): (423) 246-9093

E-mail Address (optional): _____ *Please make sure to include your name and/or address on
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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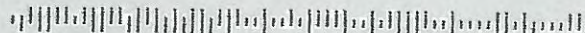
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Nashville, TN 37243-0332

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TN 376-41
13 JAN 2013 PM



Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

372430332



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☐ Build Alternatives; Circle A or B or B Modified

Please list reasons for choosing your preferred alternative (Please Print Clearly).

Less 4 Lane Highway - we can not continue making 4 lane highways. It is very bad on the environment - used much resources. Need to protect historically places such as James' s. Fournier and Cemetery; bike lanes are important. Good signs & barricade and good caution lights are very important.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

SAME as question 1.

What concerns do you have about the environmental impacts of the project addressed in the DEIS?

Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☒ Impacts to Natural Resources

☒ Impacts to Communities/Neighborhoods

☒ Impacts to Farmlands

☒ Air Quality Impacts

☒ Noise Impacts

☒ Impacts to Historic/Archaeological Resources

☒ Floodplain Impacts

☐ Other(s) - Please described below



Long Island Chapter 3-050-TN
Daughters of the American Revolution
Kingsport, Tennessee

January 18, 2013

Public Hearing Comments
SR 126 (Memorial Boulevard) Corridor Improvement Project
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 3723-0332

Dear Sir:

I am requesting the following comments be entered into the Public Hearing record for the SR 126 Highway improvement Project.

Long Island Chapter, National Society Daughters of the American Revolution is concerned with the impact, both visual and physical, of the improvements to Highway 126 at Yancey's Tavern and along Chestnut Ridge. This is an area of historical significance. The section of road that concerns us is from Old Stage Road to Cooks Valley Road. Yancey's Tavern was built in 1779 and is listed on the National Register of Historic Places. We ask that you value and protect Chestnut Ridge. We must afford maximum protection to Yancey's Tavern and East Lawn Cemetery. We ask that you spend tax dollars effectively, efficiently, and respectfully keeping in mind both the motorist and the community.

We would choose Alternative B Modified because zero graves will be impacted, there is less impact to Chestnut Ridge and properties, it is built at a lower cost, there is less four lane construction and, therefore, less chance of speeding. Additionally, we ask that you minimize the profile (footprint) at the Yancey's Tavern/East Lawn location in order to minimize visual impact. Are a five foot sidewalk and two foot curb and gutter necessary at this location?

Sincerely,

Ellen C. Sims, Regent
Long Island Chapter, NSDAR
505 Forestdale Road
Kingsport, TN 37660

Cc: Rann Vaulx, Darryl Addington, Patrick McIntyre, LaShavio Johnson

Your Name: PATRICK SPIVEY

Date: 1-21-13

Mailing Address: 4311 Memorial Blvd
Kingsport TN 37664

County of Residence: Sullivan

Phone Number (optional): _____

E-mail Address (optional): _____ *Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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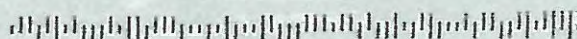
Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

NORTHEASTERN
TN 376-4 T
31 JAN 2013 PM



Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

372430332



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Which describes your primary interest in the project?

☐ Affected resident ☒ Affected landowner ☐ Affected business ☐ Concerned citizen

For additional project information:

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Or contact Gary King, TDOT Project Manager at Gary.King@tn.gov
Or (615) 741-4777

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☐ Build Alternatives; **Circle** A or B or B Modified

Please list reasons for choosing your preferred alternative (Please Print Clearly).

I reside on Memorial¹²⁶ between Harbor Chapel & Old Stage. All Builds will severely impact my property destroying its value & rendering my access to memorial nearly impossible.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

I believe the section of Memorial (126) between Harbor Chapel & East Lawn Cemetery should simply be widened where possible and add a bike lane on walk area.

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☒ Impacts to Natural Resources

☐ Noise Impacts

☒ Impacts to Communities/Neighborhoods

☐ Impacts to Historic/Archaeological Resources

☐ Impacts to Farmlands

☐ Floodplain Impacts

☐ Air Quality Impacts

☐ Other(s) – Please described below

The TDOT Environmental Impact Statement states: THERE WILL BE LONG TERM adverse economic impacts due to the construction of alternative A or B. How can one justify such a high cost to produce long term economic impact?

(Kingsport Civic Center Auditorium)

Your Name: CARL L DEVAULT

Date: 01-25-2013

Mailing Address: 196 ISLAND ROAD

KINGSPORT, TN 37664

County of Residence: SULLIVAN

Phone Number (optional): (423) 323-5636

E-mail Address (optional): _____ *Please make sure to include your name and/or address on your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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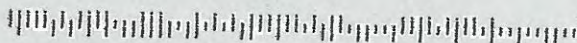
Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

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TN 376 4 T
28 JAN 2013 PM



Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

372430332



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Which describes your primary interest in the project?

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For additional project information:

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**State Route 126 Corridor Improvement Project
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Please list reasons for choosing your preferred alternative (Please Print Clearly).

PREFERENCE FOR "B MODIFIED" MEETS PURPOSE OF SAFE, MORE EFFICIENT TRAFFIC ROUTE WHILE AVOIDING TAKING YANCY'S TAVERN PROPERTY AND AVOIDING DISPLACING ANY KNOWN GRAVE SITES. "B MODIFIED" ALSO HAS ADVANTAGE OF LEAST RIGHTS-OF-WAY ACQUISITION AND CONSTRUCTION COSTS,

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

(Kingsport Civic Center Auditorium)

Your Name: Vinton A. Hoyle

Date: Jan 25, 2013

Mailing Address: 4500 Old Stage Rd
Kingsport, TN 37664-2939

County of Residence: _____

Phone Number (optional): 423-288-3529

E-mail Address (optional): skiphoyle@gmail.com *Please make sure to include your name and/or address on
your submitted comments form in order to be included in the official record.

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Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

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26 JAN 2013 PM 2 L



Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

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see attachment

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see attachment

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- ☒ Impacts to Natural Resources
- ☒ Impacts to Communities/Neighborhoods
- ☒ Impacts to Farmlands
- ☒ Air Quality Impacts

- ☒ Noise Impacts
- ☒ Impacts to Historic/Archaeological Resources
- ☐ Floodplain Impacts
- ☐ Other(s) – Please described below

Vanessa A. Hough, Jr.

(Kingsport Civic Center Auditorium)

State route 126 Corridor Improvement Project
Public Hearing, December 11, 2012
Kingsport Civic Center Auditorium
Public Comment Form

Attachment

Choice: B modified

Reasons for Choice:

Least expensive, best use of available funds, least invasive of private property, and above all the safest. In my opinion the safety issue is most important because we need to control speed along 126. At one end we have young inexperienced drivers(high school students) and along the road we have a number of older citizens coming out of private drives and side roads. This is a well known condition causing accidents. The average age in Sullivan county is among the oldest in the state. We need wider shoulders so drivers can pull over in case of problems. What we don't need is a multi-lane highway encouraging speed. I see little reason for change in the future. State route 126 is not one of the major conduits among the Tri-Cities. There are not the kind of properties that would attract a shopping mall or a large manufacturing concern. The uncommitted property will be used for private homes, apartments or small businesses. Since the U. S., like other first world countries, will see an ever aging population, I suspect that northeast Tennessee will also. For these reasons I expect the traffic along 126 will not grow materially or the type of driver change. Most of the new comers to the area I have met are retired professionals who were attracted to the area because of the lower cost of living and the good medical facilities. I don't see many young chemists or engineers like I saw when I came to town 50 years ago.

Issues and Concerns

Highway 126 is not the type of road that will attract recreational bicycle riders, particularly after you pass Orebank Road. The climb is severe going up Chestnut Ridge until you reach Harbor Chapel Road.. I have seen very few bicycle riders on state route 126 in the last 26 years. We can no longer afford to build in options that have very little utility. It is not just a waste of money, it uses non-renewable natural resources.

The proposed sidewalks from Harbor Chapel Road to Old Stage Road appear to be solely for eye candy. Who will walk on them? The three houses on the east side of the road are well above the road and there are no houses that front on the west side of the road due to the sharp drop. Surely we can find better ways to spend our tax dollars. I discussed both of these concerns with Mr. Jim Ozment, Interim Director Environmental Division, when he was the major spokesman for the December 11 public hearing in Kingsport.

I also discussed the rerouting of Old Stage Road with Mr. Ozment. Since I have lived in the first house on the west side of Old Stage Road for over 26 years and own lots along Memorial Blvd and Old Stage Road, I have paid close attention to the traffic for the last seven years. Old Stage Road follows the ridge-line coming down a pronounced decline where it joins Memorial Blvd at the Kingsport city limits. Drivers have a clear vision of traffic on Memorial Blvd because of the change in elevation. There is easy access because the roads join at approximately 30 degrees. I propose to make the left turn illegal going down Old Stage Road at this intersection. The only vehicle I have ever seen turn left is the school bus. I discussed the matter with the bus driver, Mike Cox, on May 7, 2012. He told me that he could not make the sharp right turn going from Memorial Blvd to Old Stage Road. When the roads are widened I would think he should be able to make that turn. He makes the turn at 6:30 and 7:15 am in the morning and 2:15 and 3:30 pm in the afternoon. There is not much traffic on either road during his

runs. It would be safer if he could pick up and deliver the children coming up Memorial Blvd because there would be fewer children crossing 126. This would be more important in the winter as it is dark in the mornings and the roads are more apt to be slick. There is a double benefit because it would be safer for the children and safer for the drivers. Coming out of town there is a turn lane at the intersection so drivers can easily see any incoming traffic. As the roads exist now it is a straight line up a steep hill after the turn going up Old Stage Road. All of the options appear to show this intersection coming in at 90 degrees with the option to turn left at the intersection. I made the suggestion of having a turn lane in my letter of June 9, 2005. The turn lane was put in several years ago.

Vinton A. Hoyle, Jr. - Jan. 25, 2013
Dr. Vinton A. Hoyle, Jr.

Your Name: LOUTHER MINOR

Date: 1/25/13

Mailing Address: 7595 WATERS EDGE RD.
DOFFIELD, VA. 24244

County of Residence: SCOTT COUNTY

Phone Number (optional): 1-276-940-1631

E-mail Address (optional): L.MINOR@PGA.COM *Please make sure to include your name and/or address on
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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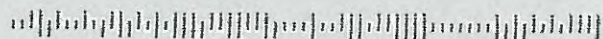
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☒ Build Alternatives; Circle A or B or B Modified **SAFE + BEST ROUTE**

Please list reasons for choosing your preferred alternative (Please Print Clearly).

**BEST ROUTE TO SERVE COMMUNITIES - I DO FEEL
ANY KIND OF 2 LANE WILL MAKE ROUTE
DANGEROUS.**

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

SAFETY, TRAFFIC FLOW & SPEED

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☒ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☒ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) - Please described below

January 25, 2013

Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville TN 37243-0332

Dear Sirs:

I'm writing to support the **Modified B WITH THE RETAINING WALL** version **without** a Trinity Lane connector of the proposed road improvement.

I vehemently oppose the version without a retaining wall as shown by the dashed orange line that would cut off the existing Trinity Lane. Modified B with the Retaining Wall will have the least impact on the area it passes through and not isolate the public Pyle cemetery at the end of Trinity Lane.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jolly Hill".

Jolly Hill
4407 Greenspring Circle
Kingsport TN 37664
JGHHill@aol.com

Please add this to the record.

Your Name: ROD SCHUYT

Date: 1/26/13

Mailing Address: 4741 EDENS VIEW RD,
KINGSPORT, TN 37664

County of Residence: SULLIVAN

Phone Number (optional): 423-343-1935

E-mail Address (optional): RNSCHUYT@CENTURYLINK.NKY
*Please make sure to include your name and/or address on
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

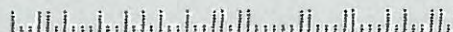
KNOXVILLE TN 377

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Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

372430332



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Which describes your primary interest in the project?

☒ Affected resident ☒ Affected landowner ☐ Affected business ☐ Concerned citizen

For additional project information:

Visit the TDOT website at www.tn.gov/tdot/SR126/involvement.asp

Or contact Gary King, TDOT Project Manager at Gary.King@tn.gov

Or (615) 741-4777

**State Route 126 Corridor Improvement Project
Public Hearing, December 11, 2012
Kingsport Civic Center Auditorium
Public Comment Form**

The Tennessee Department of Transportation (TDOT) has prepared a Draft Environmental Impact Statement (DEIS) for the proposed State Route 126 Corridor Improvement Project. TDOT is interested in your comments regarding the alternatives presented in the DEIS and in any areas of concern you may have regarding the environmental analysis of the alternatives. Please return comment form postmarked no later than **January 31, 2013**.

Of the alternatives presented, which alternative do you prefer: (CHOOSE ONLY ONE)

☐ No Build (no improvements to existing roadways)

☒ Build Alternatives; Circle A or B or B Modified

Please list reasons for choosing your preferred alternative (Please Print Clearly).

LOOKS LIKE B MODIFIED IS THE CHEAPEST AND LEAST DISRUPTIVE
ALTERNATIVE.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

WE LIVE ON CHESTNUT RIDGE AT ONE OF THE HIGHEST POINTS.
OTHERWAYS WAYS TO COME UP & DOWN THE RIDGE IN BAD WEATHER -
(SNOW & ICE) - CHESTNUT RIDGE ROAD IS LEAST STEEP! BEST
WAY - AND SAFEST TO TRAVEL. ALL PLANS WOULD BLOCK OFF
CHESTNUT RIDGE ROAD AND HAVE IT DEAD END.
PLEASE LET IT CONNECT WITH EATONS STATION ROAD TO ALLOW
USE OF CHESTNUT RIDGE ROAD IN BAD WEATHER AND EMERGENCIES.

What concerns do you have about the environmental impacts of the project addressed in the DEIS?
Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☒ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) - Please described below

405 Wine Circle
Blountville, TN 37617
January 26, 2013

Public Meeting Comments
Attn: SR 126 Corridor

I commend TDOT for its Alternative B Modified: a cost effective, context sensitive solution for the difficult section of SR 126 from Harbor Chapel Road to Cooks Valley Road. This section includes the beautiful and historically significant Chestnut Ridge, the 1761 Island Road (present day Chestnut Ridge Road), the National Register site Yancey's Tavern including reportedly the last cut stone culvert in the state, and East Lawn Cemetery. The modification of Alternative B from a divided four lane east of Harbor Chapel Road to two travel lanes with center turn lane should give real cost savings and reflects the decreasing traffic counts east of Old Stage Road and moderated growth projections for the area. Alternative B Modified will preserve the character of Chestnut Ridge and eliminate the need to destroy the 1761 Island Road north of SR126. Slight narrowing of the lanes will allow the upgraded SR 126 to fit between the National Register site and the cemetery with no movement of graves and no invasion of the Yancey's Tavern grounds.

Since 2004, my project to save Yancey's Tavern has consumed a quarter million dollars of my resources (no grants, no tax write-offs). This includes buying it (and four acres of the original 5-acre site), restoring it from a 40-year vacancy and 15-year neglect, furnishing it, and maintaining it and its grounds (\$6000/year). In view of this I am concerned over the admitted adverse visual impact of more lanes and pavement in front of an 18th century tavern. Ms. Tammy Sellers, TDOT Historic Preservation Supervisor, told me at the public hearing to expect to receive information in February 2013 on this matter. As I expect to remain engaged and follow this as closely as possible, I will appreciate anything received regarding mitigation, retaining walls, etc. I have to hope the Advisory Council on Historic Preservation and the TN State Historic Preservation Officer will insure minimal adverse impact on Yancey's Tavern from the SR 126 project as the Memorandum of Agreement is negotiated.

Sincerely,



Rann Vaulx, Owner Yancey's Tavern

Your Name: Marcella Anth Harris Clark

Date: JAN 27, 2013

Mailing Address: 518 Julia Dr
Cookeville, TN 38506

County of Residence: Putnam

Phone Number (optional): 931-525-6770

E-mail Address (optional): ~~615-525-6770~~

*Please make sure to include your name and/or address on

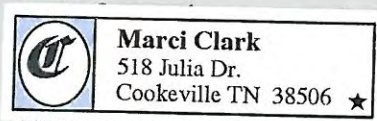
your submitted comments form in order to be included in the official record.

wrote this
for

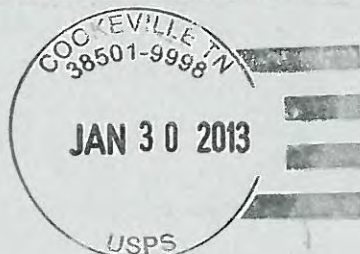
Helen Jean Harris
3209 Memorial Blvd
Kingsport, TN 37664

Please return comment from postmarked no later than **January 31, 2013**

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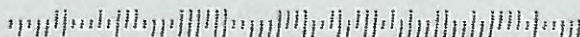


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Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

37243-0332



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Which describes your primary interest in the project?

☒ Affected resident ☒ Affected landowner ☒ Affected business ☐ Concerned citizen

For additional project information:

Visit the TDOT website at www.tn.gov/tdot/SR126/involvement.asp

Or contact Gary King, TDOT Project Manager at Gary.King@tn.gov

Or (615) 741-4777

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☐ Build Alternatives: Circle A, or B, or B Modified

Our Concerns about State Route 126 Corridor (Memorial Blvd)

Re: 3205 and 3209 Memorial Blvd

My mother, Helen Jean Harris, is presently living at 3209 Memorial Blvd. and has rental property at 3205 Memorial. Both properties are involved in the Memorial Blvd. Improvement Project.

This property is presently up for sale. The amount of land required for the improvement will mean the loss of land for mom to sell. The rental property at 3205 will lose the parking and possibly the building itself. Our concern is if the Memorial Improvement Project moves forward this action will devalue the sale of the properties and place a hardship on our mother financially since she is renting space in the commercial building.

Our family has owned this property for sixty years. According to mom's memory, my grandfather, Leonard Brickey, gave up land without any compensation when the road was expanded to four lanes. According to the deed the property line is in the middle of the highway.

I do feel that my mom will be adversely affected if the Memorial Blvd Improvement Project moves forward. It will hurt the sale of her property and immediately affect her renter.

Please take into consideration the above situation when making your decision. Thank you,

Marcella Clark

What concerns do you have about the environmental impacts of the project addressed in the DEIS?

Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

(Kingsport Civic Center Auditorium)

Your Name: Julie S. Hyatt

Date: Jan 27, 2013

Mailing Address: 5336 Foxfire Pl
Kingsport, Tn 37664

County of Residence: Sullivan

Phone Number (optional): _____

E-mail Address (optional): _____ *Please make sure to include your name and/or address on
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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Tennessee Department of Transportation
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Tennessee Department of Transportation
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505 Deaderick Street
Nashville, TN 37243-0332

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☒ Build Alternatives; **Circle** A or B or B Modified

Please list reasons for choosing your preferred alternative (Please Print Clearly).

Shoulders to pull off in case a car breaks down and intersections that are perpendicular would be safer. People drive faster on 4-lane roads and keep drivers from entering from the side streets.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

The snows and ice storms of the last two weeks made me notice that the highway department and Appalachian Power need to trim the overhanging branches and leaning trees.

Please build a 2-lane road with better shoulders and reflective paint on the edges and down the center. Keep the Rumble Strip. If you must build a four-lane highway you will soon have to put in Stop lights at Island Road and Fall Creek Road.

What concerns do you have about the environmental impacts of the project addressed in the DEIS?

Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☒ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☒ Air Quality Impacts

☒ Noise Impacts

☒ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☒ Other(s) – Please described below

Expense. Sidewalks, curbs and bikepaths would be wasted on such a steep road.

We don't want the noise, smells and danger of more trucks in a residential neighborhood. They can use Ft. Henry Drive and 11-W.

Your Name: LEON P. Minor

Date: 1/27/13

Mailing Address: 7595 Waters Edge Rd.
Duffield, VA. 24244

County of Residence: SCOTT County, VA.

Phone Number (optional): 1-276-940-1631

E-mail Address (optional): _____
*Please make sure to include your name and/or address on
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

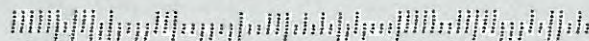
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Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332



Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

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Which describes your primary interest in the project?

☐ Affected resident ☒ Affected landowner ☐ Affected business ☐ Concerned citizen

For additional project information:

Visit the TDOT website at www.tn.gov/tdot/SR126/involvement.asp
Or contact Gary King, TDOT Project Manager at Gary.King@tn.gov
Or (615) 741-4777

**State Route 126 Corridor Improvement Project
Public Hearing, December 11, 2012
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☐ Build Alternatives; **Circle** A or B or **B Modified**

Please list reasons for choosing your preferred alternative (Please Print Clearly).

I think we have to look ahead and think what would be best for 126 in 20 or 30 years.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

(Kingsport Civic Center Auditorium)

Your Name: Linda SAHYER

Date: Jan 27, 2013

Mailing Address: 1202 SUSSEX DR

Kingsport, TN 37660

County of Residence: Sullivan

Phone Number (optional): _____

E-mail Address (optional): _____ *Please make sure to include your name and/or address on

your submitted comments form in order to be included in the official record.

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Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
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Nashville, TN 37243-0332



Project Meeting Comments
Attn: State Route 126 Corridor
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Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

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Which describes your primary interest in the project?

☐ Affected resident ☐ Affected landowner ☐ Affected business ☒ Concerned citizen
Family buried in
East Lawn

For additional project information:

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Please list reasons for choosing your preferred alternative (Please Print Clearly).

Does not impact gravesites

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☒ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

(Kingsport Civic Center Auditorium)

Your Name: Tim W. BUCKNER DBA FARM BUREAU INS. 1/28/13

Mailing Address: 3417 MEMORIAL BLVD.
Kingsport, TN 37664

County of Residence: Sullivan

Phone Number (optional): 423-578-2181

E-mail Address (optional): Tim.Buckner@fbi.com *Please make sure to include your name and/or address on your submitted comments form in order to be included in the official record.

Tim W. BUCKNER Ins. Agency
DBA FARM BUREAU INS.

Please return comment from postmarked no later than **January 31, 2013**

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Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

NORTHEASTERN
TN 376 4 T
28 JAN 2013 PM



Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

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Which describes your primary interest in the project?

☐ Affected resident ☐ Affected landowner ☒ Affected business ☐ Concerned citizen

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☐ Build Alternatives; Circle A or B or B Modified

Please list reasons for choosing your preferred alternative (Please Print Clearly).

THE ROAD AS IS CLEARLY HANDLES TRAFFIC COUNT.
THERE IS NEVER TRAFFIC JAMS
PEOPLE JUST DRIVE TO FAST... THE ROAD NEEDS TO BE PATROLLED
NOT REBUILT.
INFORCE SPEED LIMITS, NO NEED TO REBUILD.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

ANY OF THE CHANGES TAKES OUT MY PARKING WHICH IS
ALREADY VERY TIGHT AND WOULD FORCE US TO RELOCATE.

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

<input type="checkbox"/> Impacts to Natural Resources	<input type="checkbox"/> Noise Impacts
<input type="checkbox"/> Impacts to Communities/Neighborhoods	<input type="checkbox"/> Impacts to Historic/Archaeological Resources
<input type="checkbox"/> Impacts to Farmlands	<input type="checkbox"/> Floodplain Impacts
<input type="checkbox"/> Air Quality Impacts	<input type="checkbox"/> Other(s) – Please described below

(Kingsport Civic Center Auditorium)

Your Name: Kathleen Beine, MD

Date: 1-30-2013

Mailing Address: 4515 Brookridge Drive
Kingsport, TN 37664

County of Residence: Sullivan

Phone Number (optional): (423) 863-3304

E-mail Address (optional): kbeine@tricon.net

I have done 3 major
community-based
research studies in
Kingsport on our
residents' preferences for
design.

Please make sure to include your name and/or address on
your submitted comments form in order to be included in the official record.

In one study, top issues were:
"Clean-Green-Sidewalks -
Parks -
and Good Neighborhoods"

Please return comment from postmarked no later than **January 31, 2013**

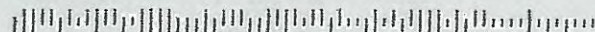
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Project Comments
Tennessee Department of Transportation
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505 Deaderick Street
Nashville, TN 37243-0332

NORTHEASTERN
TN 37
31 JAN 2013 PM



Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332



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Which describes your primary interest in the project?

☒ Affected resident ☐ Affected landowner ☐ Affected business ☐ Concerned citizen

Physician
& Community Researcher

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Or contact Gary King, TDOT Project Manager at Gary.King@tn.gov
Or (615) 741-4777

Concerned that it close Trinity Lane this will cause 44 cut thru traffic thru Preston Hills subdivision. How will Orebank Road intersection with Memorial Blvd change?

Safety improvements (rumble strips, guard rails) that have been made so far are much appreciated and have already improved safety of road.

State Route 126 Corridor Improvement Project

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Kingsport Civic Center Auditorium

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☒ Build Alternatives; Circle A or B or B Modified

with additional modifications described below.

Please list reasons for choosing your preferred alternative (Please Print Clearly).

- No impact on Yancey's Tavern or cemetery
- Less dislocations
- Less cost — but cost can still be lower with my suggestions below.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

- Please place a grassy strip between roadway (curb/gutter) and sidewalks — This will promote pedestrian's ease of mind when walking next to relatively fast traffic
- TWTL = suicide lanes. Use grassy islands with turn lanes
- Keep travel lanes 11 ft. wide thru out until Carolina Pottery Dr.
- Need a pedestrian cross overs @ Yancy Tavern area when only 1 sidewalk.
- Need sidewalks on both sides in Indian Springs.

What concerns do you have about the environmental impacts of the project addressed in the DEIS?

Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☐ Noise Impacts

☐ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☒ Other(s) — Please described below

would like to have seen new traffic counts.

- Pedestrian safety + comfort via having grassy strips separating sidewalk from road way. Ideally these strips would be wide enough that trees could be planted in them to promote safety + provide shade.
- Consider a mobility path in section from Harrtown Rd to ~~Carolina~~ I-81. Again, have a grassy strip separating it from road.

(Kingsport Civic Center Auditorium)

- Please read and use Road Diets: Fixing the Big Roads by Dan Burden + Peter Lagerway. Have traffic count = road size needed.

Your Name: Dr. Richard L. Zimmerman Date: 1/30/2013

Mailing Address: 4515 Brookridge Dr
Kingsport, TN 37664

County of Residence: Sullivan

Phone Number (optional): 423-809-6555

E-mail Address (optional): R.L.zimmer@eastman.com

*Please make sure to include your name and/or address on

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Project Comments
Tennessee Department of Transportation
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NORTHEASTERN
TN 37664
31 JAN 2013 PM



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☐ No Build (no improvements to existing roadways)

☒ Build Alternatives; Circle A or B or B Modified

Please list reasons for choosing your preferred alternative (Please Print Clearly).

- 1) Fewer dislocations
- 2) Avoids impact on Yancey's Tavern & Cemetery
- 3) Lower cost while still improving safety

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

- 1) Travel lanes 11 ft wide are adequate for the entire length until Carolina Portage — wider lanes encourage speeding
- 2) Use islands with designated turn lanes instead of continuous center turn lanes which risk head-on collisions
- 3) Sidewalks need a grassy strip to separate them from the roadway
- 4) Need sidewalks on both sides in residential areas like Indian Springs

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☐ Noise Impacts

☐ Impacts to Communities/Neighborhoods

☐ Impacts to Historic/Archaeological Resources

☐ Impacts to Farmlands

☐ Floodplain Impacts

☐ Air Quality Impacts

☒ Other(s) — Please described below

- 1) Proposed closure of Trinity Lane intersection with Memorial Blvd may adversely impact Preston Hills subdivision. The details of this possibility are unclear.
- 2) Traffic counts should determine the number & width of travel lanes throughout the corridor. I would have preferred to see recent traffic count data.

(Kingsport Civic Center Auditorium)

Your Name: Tom Gatti

Date: 1-30-13

Mailing Address: 804 Rock City Rd
Kingsport TN 37664

County of Residence: Sullivan

Phone Number (optional): _____

E-mail Address (optional): _____ *Please make sure to include your name and/or address on
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

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Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332



Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

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Which describes your primary interest in the project?

☐ Affected resident ☐ Affected landowner ☐ Affected business ☒ Concerned citizen

For additional project information:

Visit the TDOT website at www.tn.gov/tdot/SR126/involvement.asp
Or contact Gary King, TDOT Project Manager at Gary.King@tn.gov
Or (615) 741-4777

State Route 126 Corridor Improvement Project
Public Hearing, December 11, 2012
Kingsport Civic Center Auditorium
Public Comment Form

The Tennessee Department of Transportation (TDOT) has prepared a Draft Environmental Impact Statement (DEIS) for the proposed State Route 126 Corridor Improvement Project. TDOT is interested in your comments regarding the alternatives presented in the DEIS and in any areas of concern you may have regarding the environmental analysis of the alternatives. Please return comment form postmarked no later than **January 31, 2013**.

Of the alternatives presented, which alternative do you prefer: (CHOOSE ONLY ONE)

☐ No Build (no improvements to existing roadways)

☐ Build Alternatives; Circle A or B or B Modified

Please list reasons for choosing your preferred alternative (Please Print Clearly).

B Modified has the least impact to the Landscape, homes, the cemetery and especially Yancey's Tavern.

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

I would like to see any and all measures taken to control the speed on this Highway which includes not 4-laning the road east of Hardtown Rd. I don't see the need for 10 foot wide shoulders on this road. That seems a bit excessive and expensive.

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☒ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☒ Air Quality Impacts

☒ Noise Impacts

☒ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) – Please described below

Your Name: Walter Owenby

Date: 01-13-2013

Mailing Address: 5149 Spring Hill Dr.
Kingsport, TN 37664

County of Residence: Sullivan

Phone Number (optional): 423-288-2779

E-mail Address (optional): _____ *Please make sure to include your name and/or address on
your submitted comments form in order to be included in the official record.

Please return comment from postmarked no later than **January 31, 2013**

Fold at this line first

Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

Place
Stamp
Here



Project Meeting Comments
Attn: State Route 126 Corridor
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

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Which describes your primary interest in the project?

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☐ No Build (no improvements to existing roadways)

☒ Build Alternatives; Circie A or B or B Modified

Please list reasons for choosing your preferred alternative (Please Print Clearly).

See attachment - Part 1

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

See attachment - Part 2

What concerns do you have about the environmental impacts of the project addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

☐ Impacts to Natural Resources

☒ Impacts to Communities/Neighborhoods

☐ Impacts to Farmlands

☐ Air Quality Impacts

☒ Noise Impacts

☒ Impacts to Historic/Archaeological Resources

☐ Floodplain Impacts

☐ Other(s) - Please described below

See attachment - Part 3

(Kingsport Civic Center Auditorium)